

The Big Jump: Project Overview

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

- Sustained **community engagement**
- Connected, **low-stress bicycle networks**

New York City chosen as one of 10 national award winners through competitive process (\$250,000 value) sponsored by People for Bikes Foundation

Focus area: East Elmhurst, Elmhurst, Corona, and Jackson Heights
Queens Community Boards 3 & 4



The Big Jump: Agenda

- **Brief Presentation**
(10-15 min)
- **Discussion at Tables**
(20-30 min)
- **Share Back to Group**
(15-20 min)



The Big Jump: Community Engagement

1800 conversations with residents



408 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

22 individual meetings with institutional stakeholders and groups

17 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



Parking is already a pain!

One way parking lane
Fresh Meadows

I'm avid cyclist.
Parking Protected is better.
Woodhaven Cross Bay Blv

The city must do more to protect cyclists.

The Big Jump: Outcomes

VISION ZERO



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



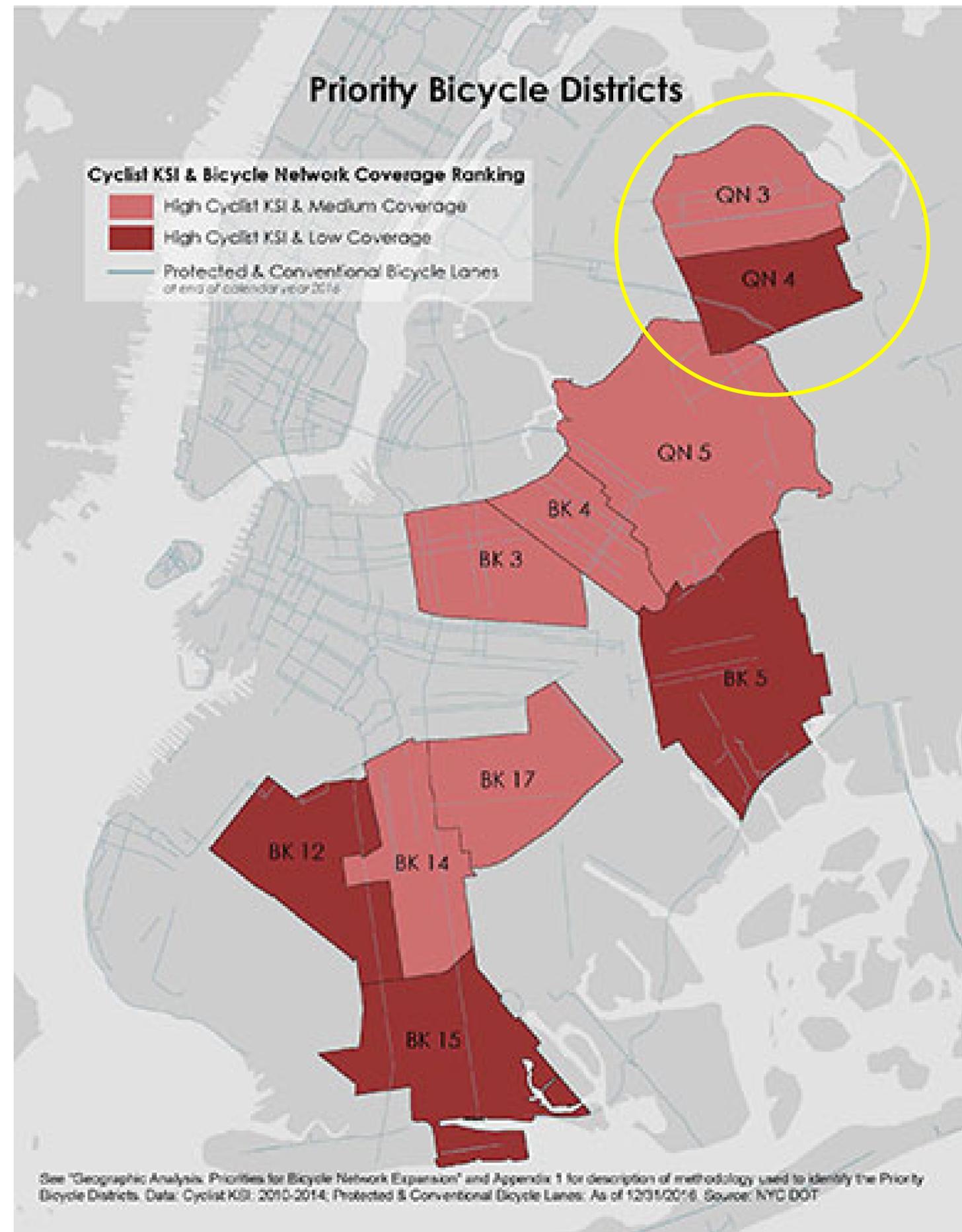
Safety in Numbers

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: 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: Next Steps

Present Conceptual
Proposals,
Get Feedback

Present for Community
Board Review,
Get Feedback

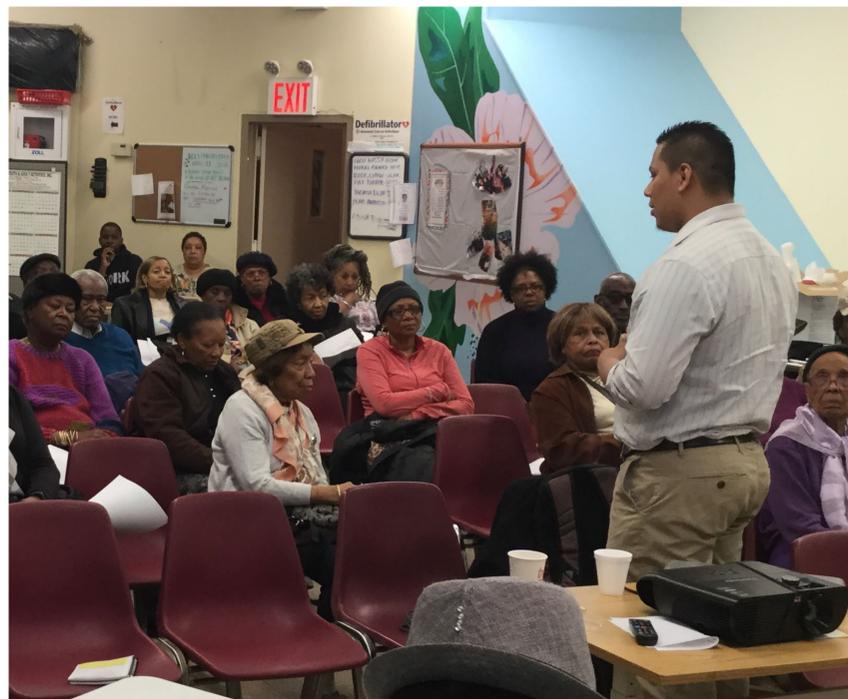
Begin Phase 1
Installation,
Get Feedback

Fall, 2018

Winter, 2018

Spring, 2019

Starting
tonight!



The Big Jump: Feedback

Route Selection

Is the proposed coverage adequate?

What issues do you anticipate with the chosen routes?

Are there alternatives you'd prefer (and why)?

Phasing

Which routes are most critical to build first?

Outreach

What next steps would you like to see to get additional feedback on project proposals?

The Big Jump: Potential Projects

