The Big Jump: Project Overview

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

- 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
• 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!
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
The Big Jump: Safety

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 ¼ mile

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