

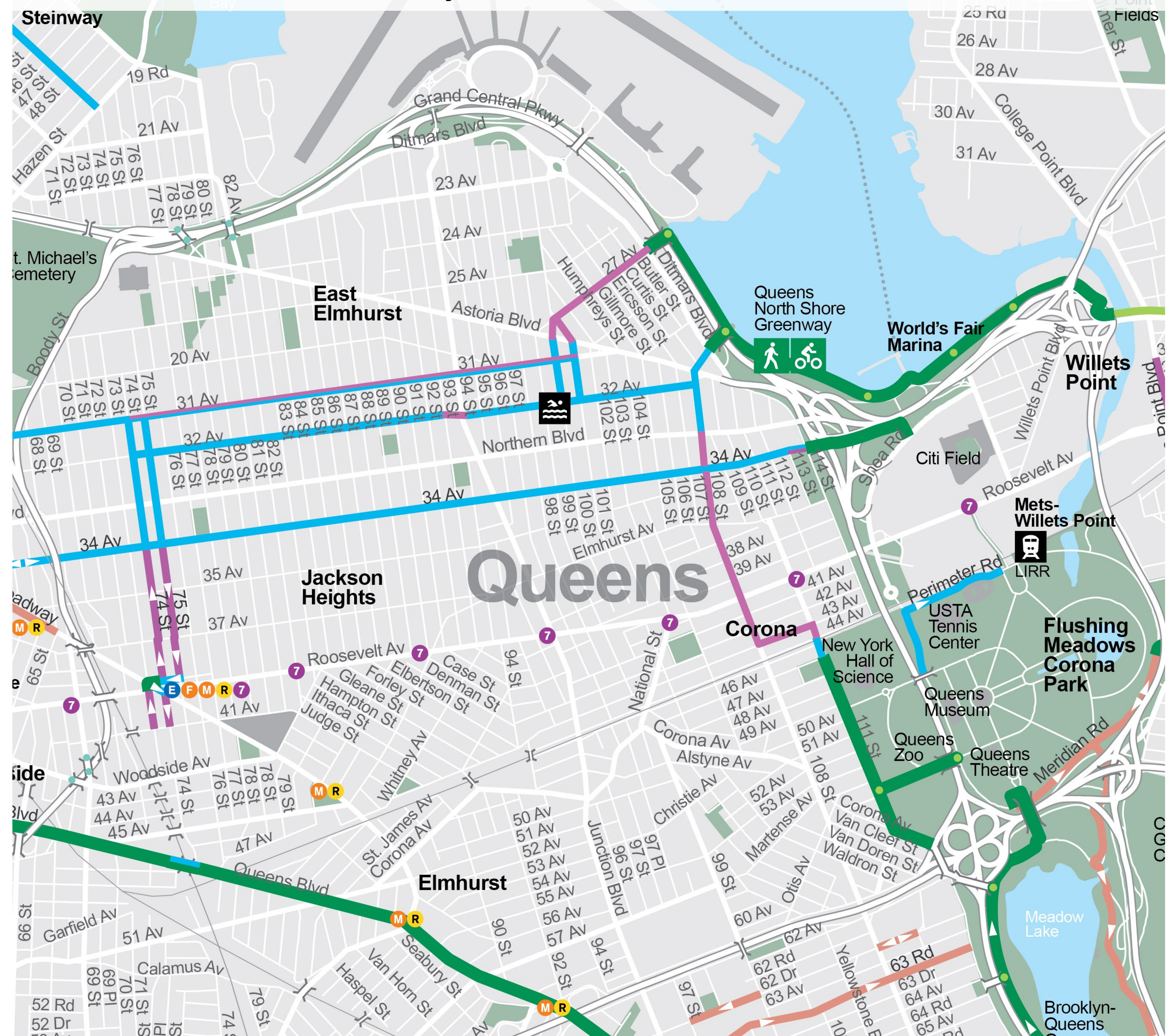
The Big Jump: Project Overview

**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

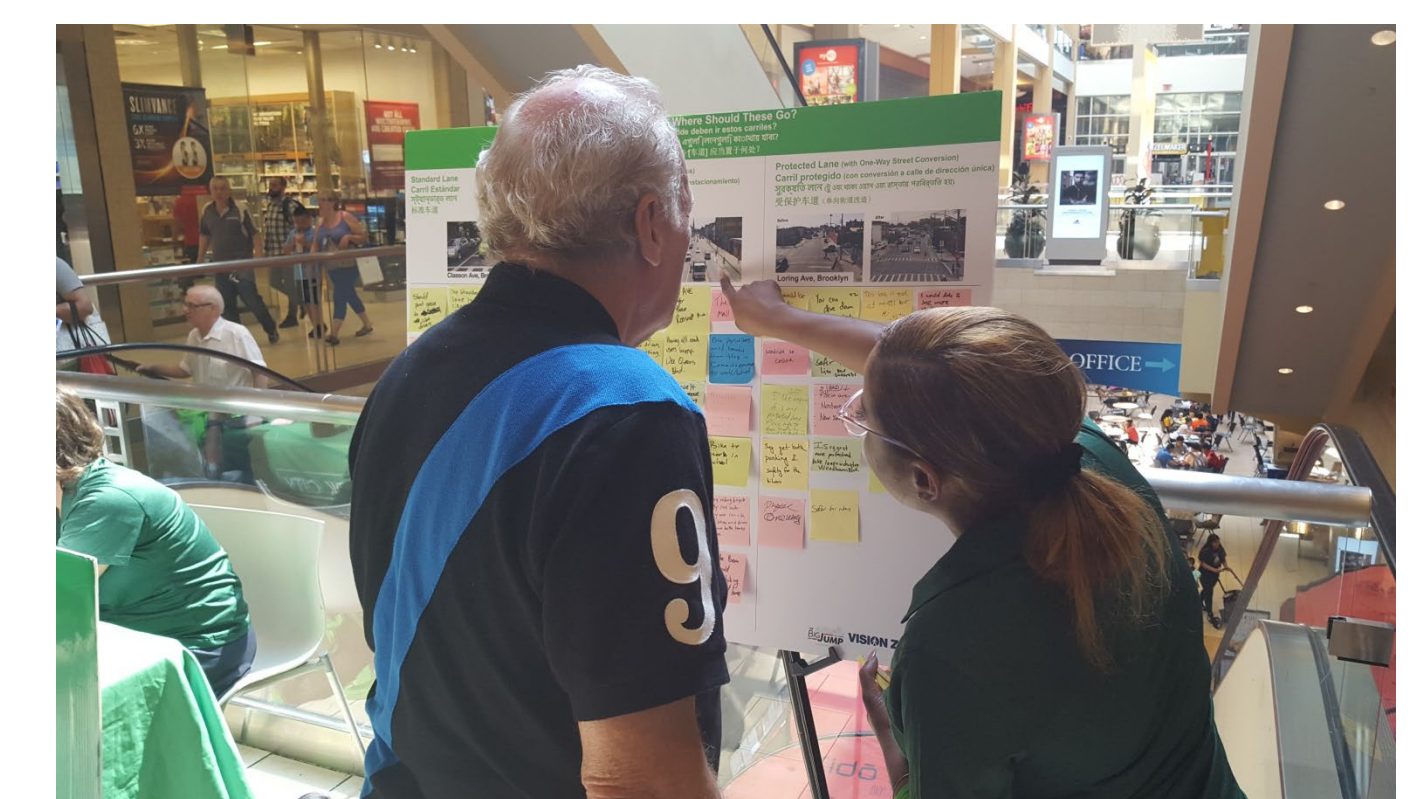


408 sign-ups to monthly newsletter
sharing events and participation
opportunities

27 bike-related art workshops though
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

VISION ZERO



Compliance

Need for fair, consistent cycling rules enforcement & more education

Parking

More bike parking needed, especially near transit

Bike lanes

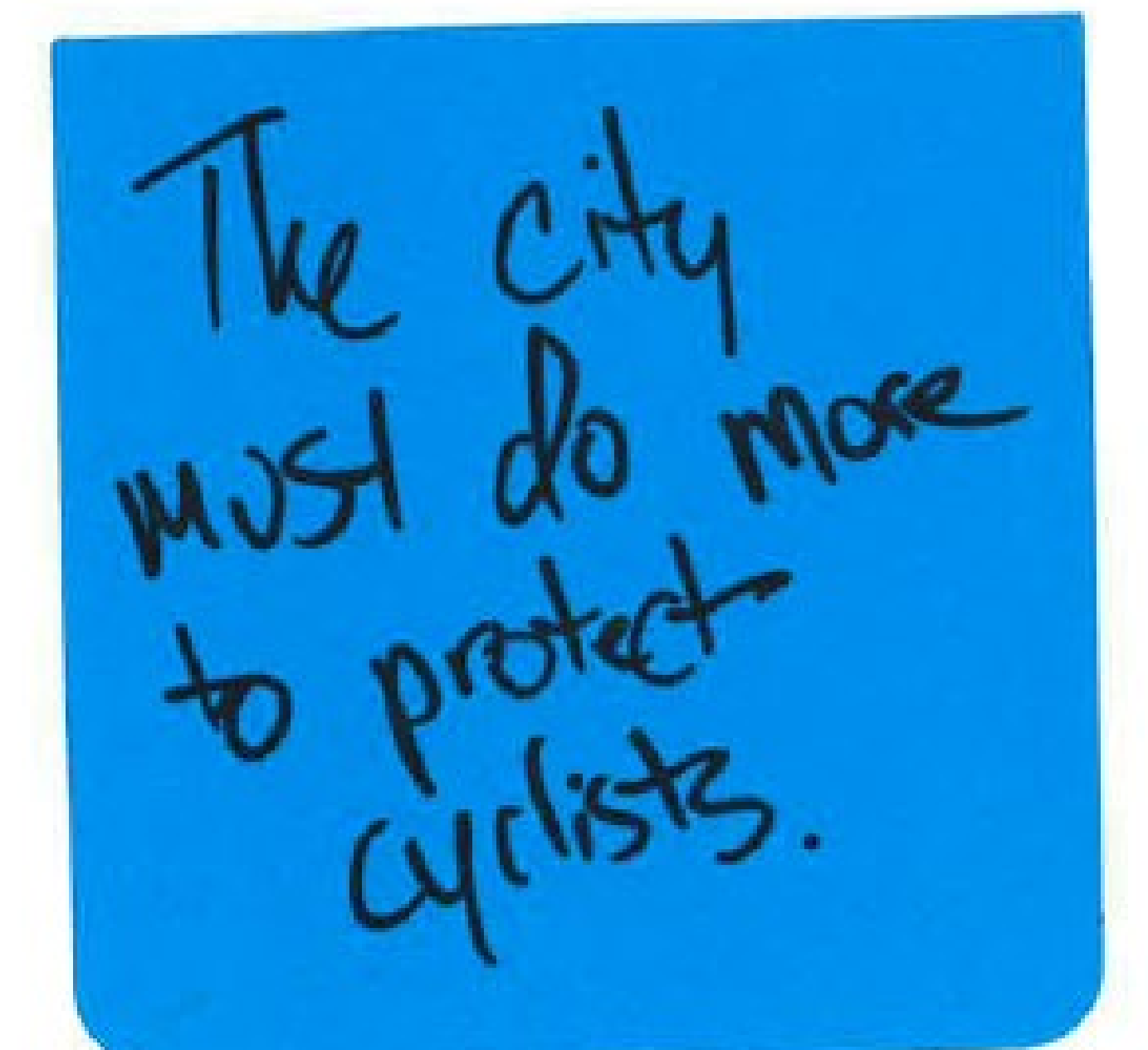
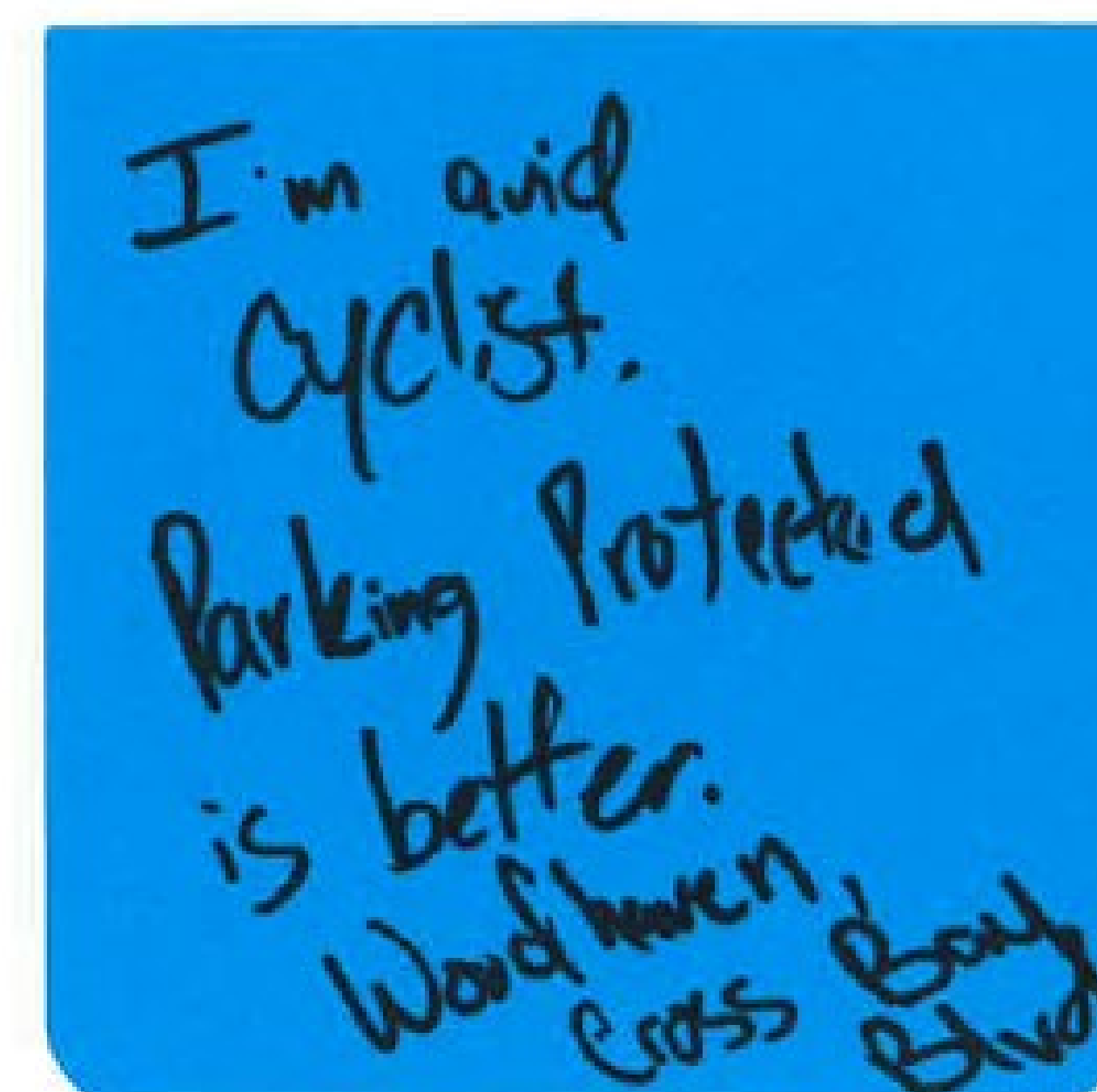
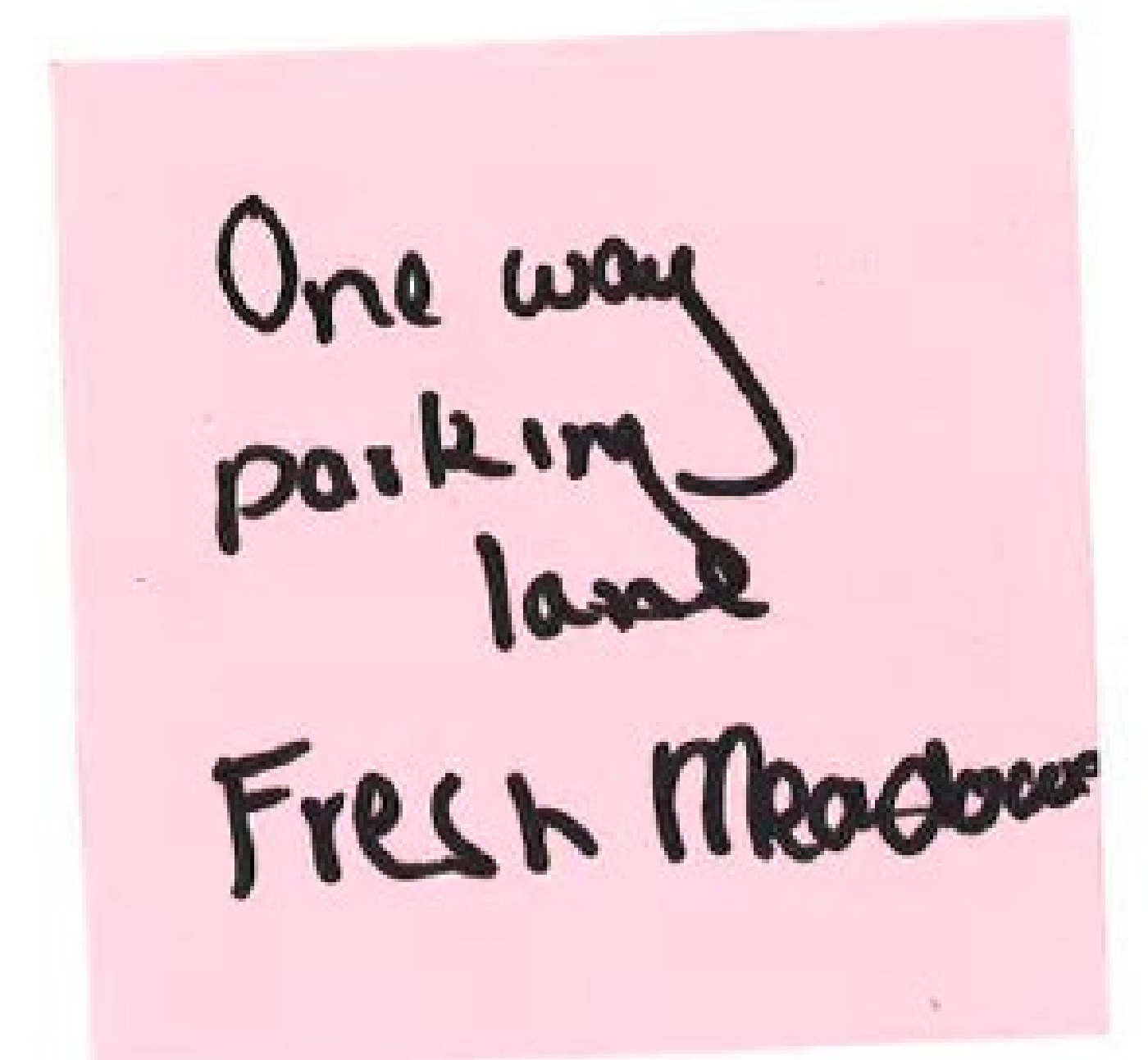
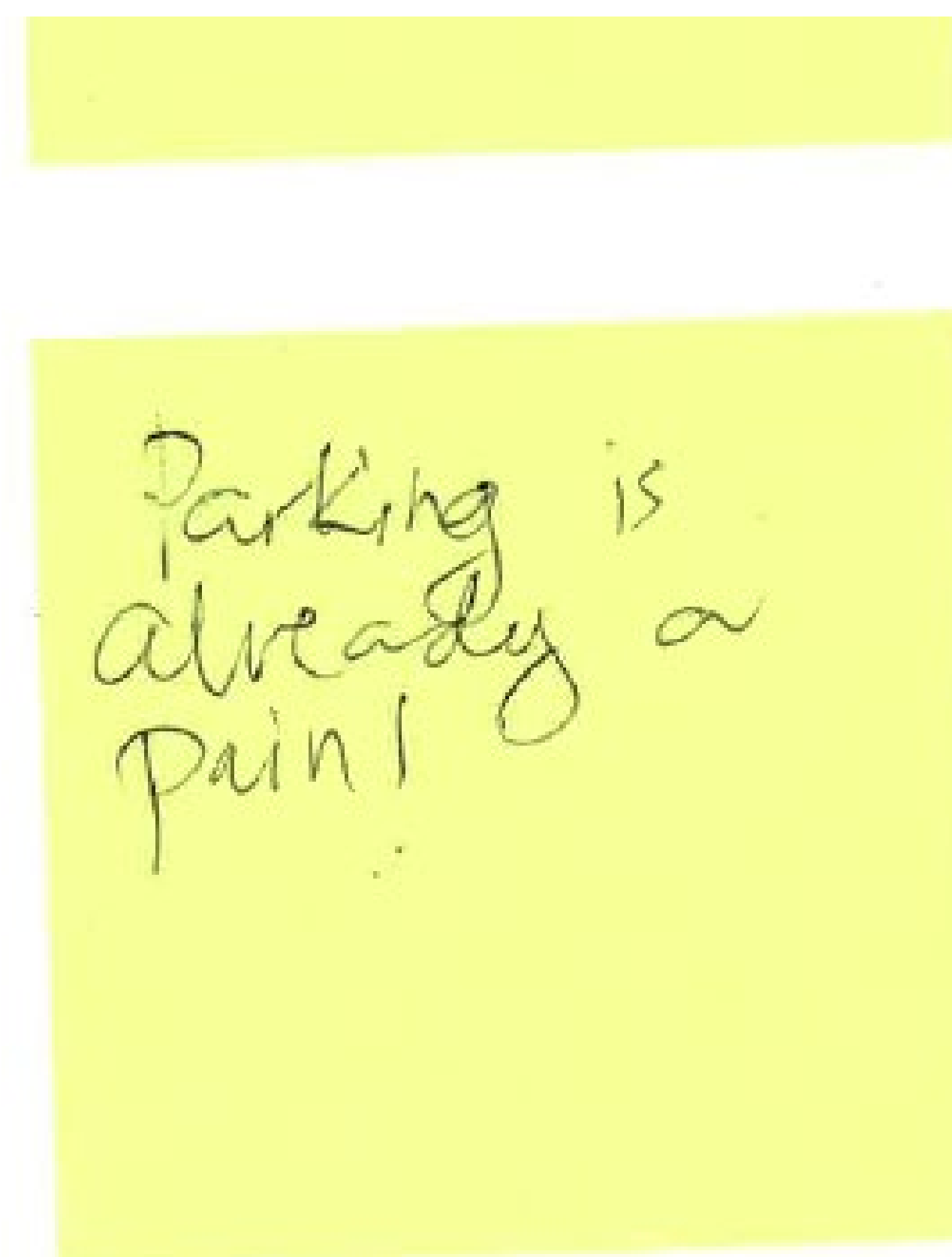
Interest in adding more on-street lanes

- Preference for protected lanes
- Preference for retaining all vehicular parking and capacity

May be incompatible!



On-Street Cyclist Education with NYPD



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



The Big Jump: Safety

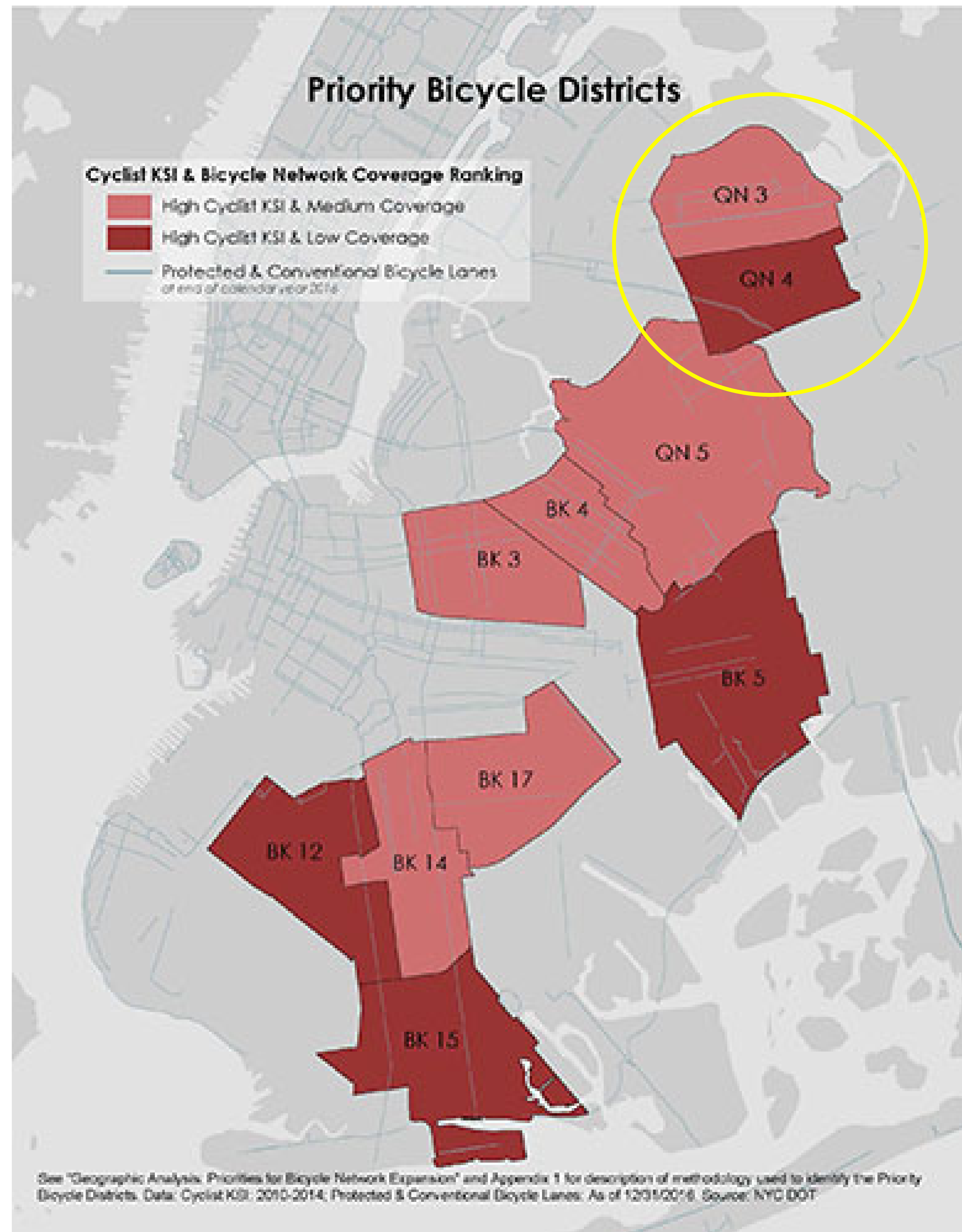
Safety in Numbers

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)

Protected



Conventional



Shared



The Big Jump: Next Steps

Present Conceptual
Proposals,
Get Feedback

Present for Community
Board Review,
Get Feedback

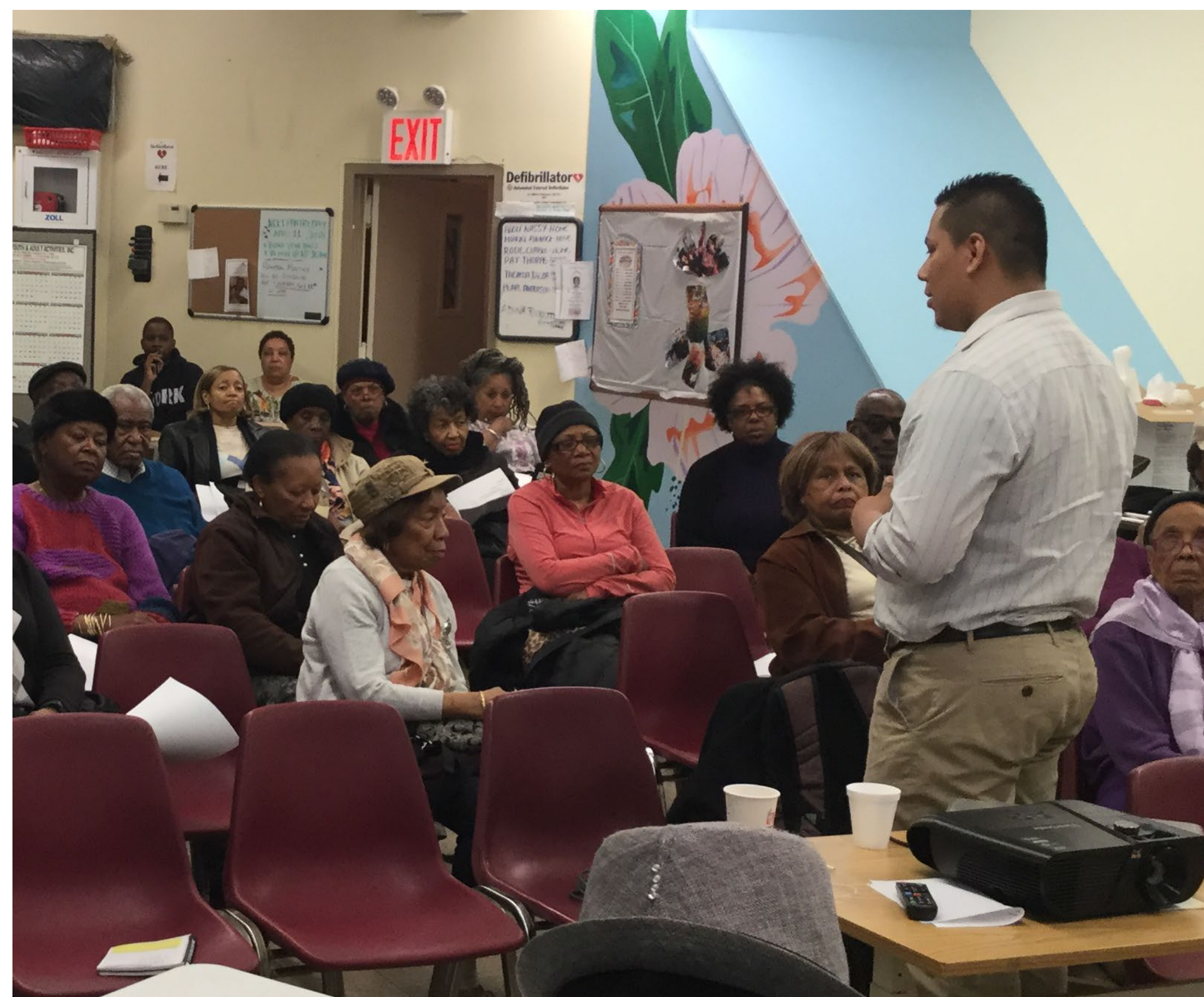
Begin Phase 1
Installation,
Get Feedback

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

