Green Wave for Prince St.
Prince St. Background

- 2005-2006: W. Houston St. reconstruction project underway, 3 cyclist fatalities in 13-month period
- Aug. 2006: Community-led protests demanding bike safety measures for W. Houston St.
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- **Aug. 2006**: Community-led protests demanding bike safety measures for W. Houston St.
- **Mar. 2007**: DOT proposed "alternative plan" for Prince & Bleecker St. network to draw cyclists away from Houston St.
Prince St. Background

One concern with "alternative plan":

Prince St. route might be too circuitous with poorly-timed signals, making it an inefficient and undesirable alternative

Recently, one additional signal was added: Prince at Elizabeth St.
Potential solution: the "Green Wave"

- Other cities have implemented "green waves" timed for cycle speeds (roughly 10-15 mph depending on conditions and slope).
- Concept is not new - all over NYC, signal progressions are timed for car-oriented speeds, but bicyclists can't keep up.

San Francisco - Valencia St.

Copenhagen, Denmark
The "Green Wave" - benefits to all

- Traffic calming: vehicles move along at a neighborhood-friendly pace. If drivers are informed, reduces "zooming".
  - Traffic moves smoothly at a safe, constant speed
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  > Pedestrians have a more pleasant walking experience
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- Cyclists avoid having to stop repeatedly and then resume - reduces physical effort and delay and ends the urge to disregard signals whose purpose is to separate cars.
  ➤ Cyclists have a less-stressful, safer trip
Green Wave for Prince St. - history

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- 5/07 - CB2 requested in discussions relating to CB2 supportive reso, DOT was interested in considering it

- 8/08 - email, Colleen to Shirley: "Yes I do recall this request. I will check with Ryan Russo and get back to you."

- 10/11 - email, regarding new signal at Elizabeth St.: "I will also ask that they [signals division] review your second request."

...in addition to other informal discussions...
Green Wave for Prince St. - request

1. that DOT implement a signal progression on Prince St. timed for cyclists, considering reasonable cycling speeds and the slope of the street, with the understanding that there may be interruptions necessary for major cross streets (e.g. Lafayette, Broadway)

2. that DOT install signage in limited locations so as to alert drivers and cyclists of the light timing in order to maximize the benefits of the program