

Lexington Avenue Bus Lane Enhancement

Post Implementation Evaluation, Fall 2023



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Project Background

Lexington Ave identified as 2019 bus priority project due to:

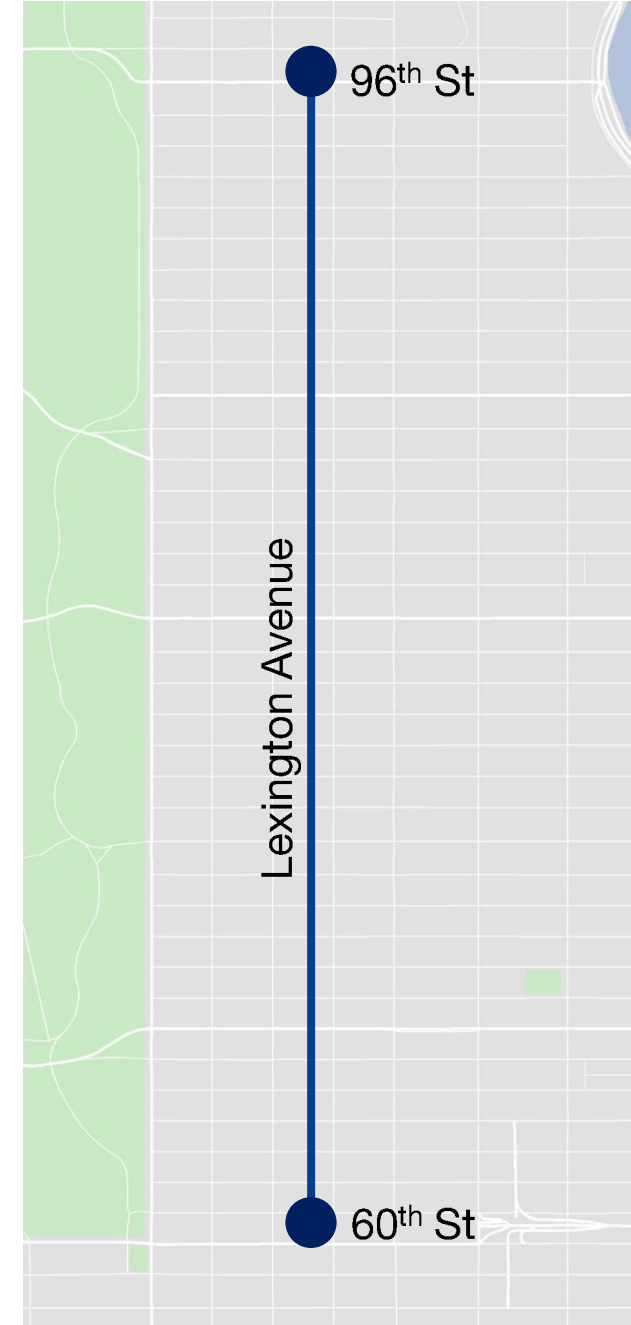
- Slow bus speeds and unreliable bus travel times
- High ridership and high volume of buses
- Issues with slow bus travel time
- Cars frequently parked in curbside bus lane
- Safety improvement needs

Routes along 96th St – 60th St segment:

- M101, M102, M103, M98

Community Outreach Meetings with CB-8:

- May 1, 2019
- June 5, 2019



Before: 66th St and Lexington Ave
Looking North (3/6/2019)



Project Details

- Project Extents: Lexington Ave, from 96th St to 60th St (**1.8 miles**)
- Converted AM peak curbside bus lane to **24/7 offset bus lane**
- Operational August 2019
- Eight stationary enforcement cameras along the corridor

After: 91st St and Lexington Ave
Looking North (10/11/2019)



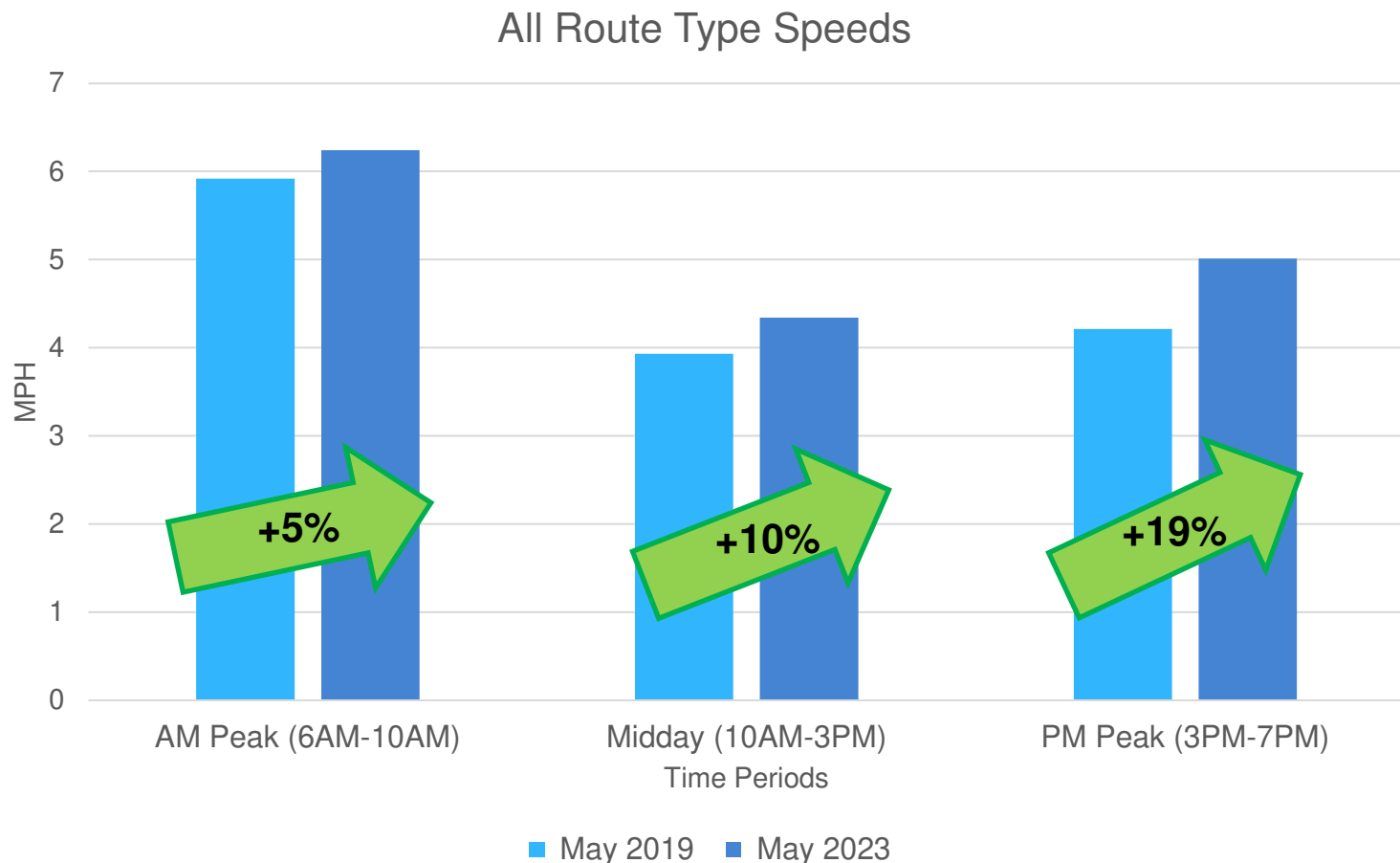
Project Evaluation Methodology

Compared before/after data for:

- Weekday bus speeds
 - AM, Midday, PM peaks
- Weekday traffic speeds
 - Average speeds by hour
- Crash data
 - Motor vehicle injuries
 - Bicycle injuries
 - Pedestrian injuries
- Omitted 2020-2021 years to remove traffic pattern anomalies from analysis

Weekday Average Bus Speeds

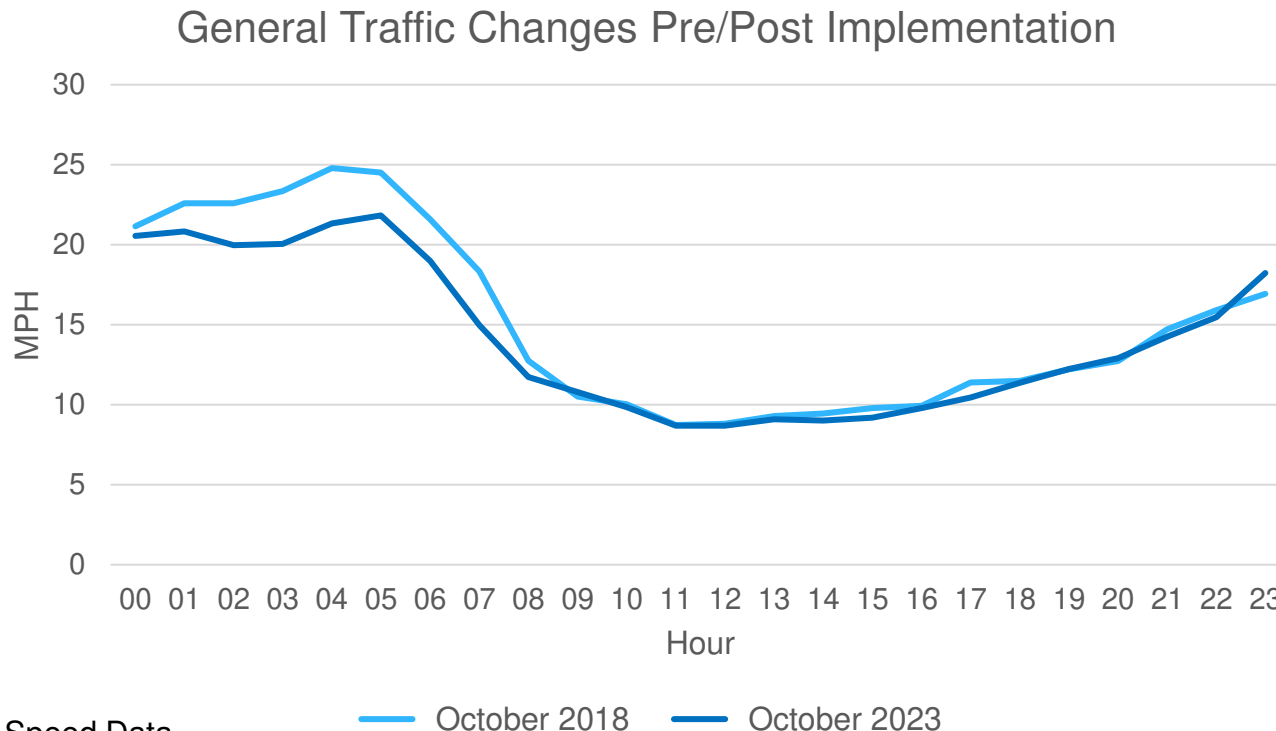
The total of all route types **got 11% faster** after implementation (May 2019 vs May 2023), benefitting the ~60,000 daily riders along the routes.



Source: MTA Weekday Bus Speed Data 2019 & 2023, MTA BIRDS Ridership Data 2023

Traffic Changes

- Weekday traffic **slowed by 6%** after implementation, adding **30 seconds** to the average PM peak period trip from 96th St - 60th St
- Traffic slowed most dramatically overnight



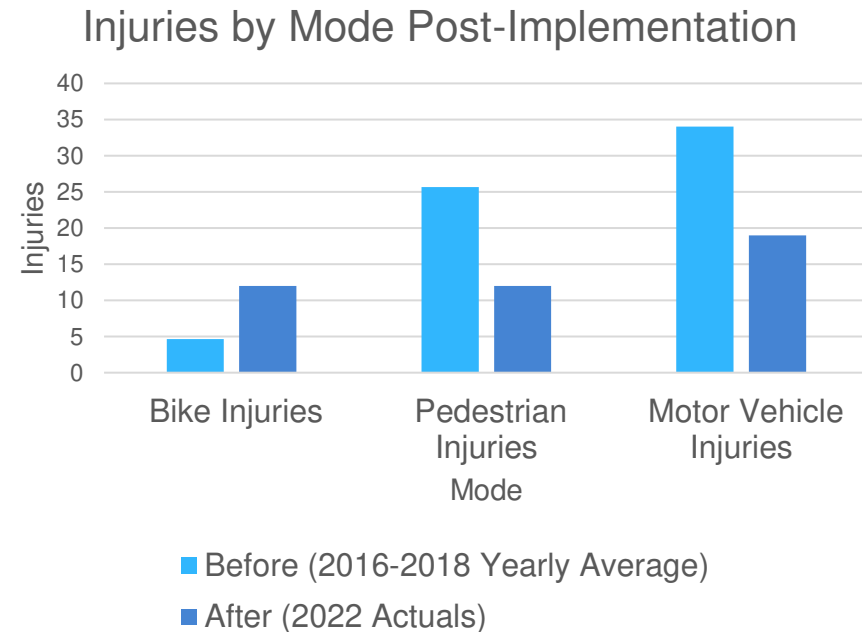
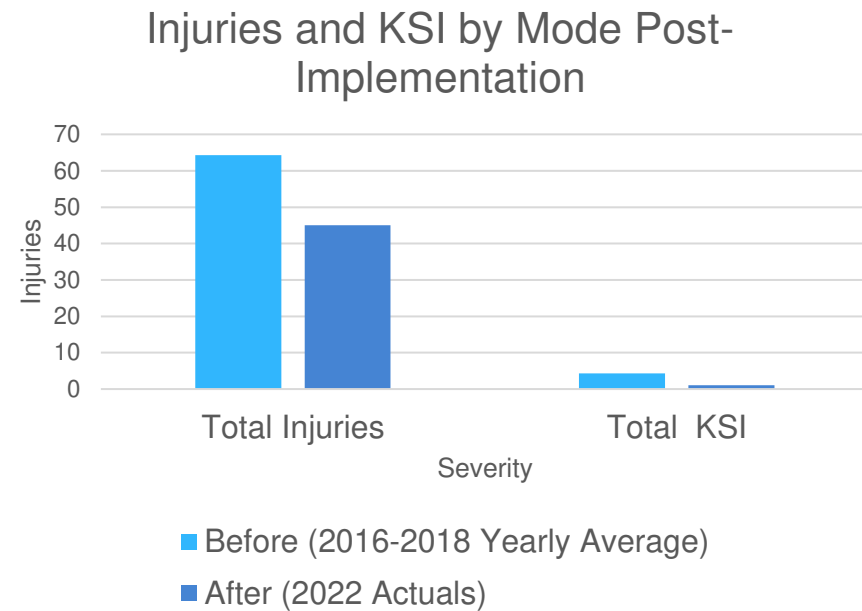
Safety

Lexington Ave between, 96th St - 60th St, has seen a reduction in crashes and persons killed or severely injured (KSI) since the 2019 bus lane launch.*

- Total injuries down 30%
- KSI down 77%
- All injuries
 - Down 53% for pedestrians
 - Down 44% for motor vehicle occupants
 - Increased bike injuries consistent with citywide trends

* After data omits 2020, and 2021 due to lower injury rate expected during COVID-19.

Source: NYPD Crash Data



Summary

- Bus speeds have increased by up to 19%, benefiting 60,000 daily riders
- The project has had minimal impact on vehicle travel times, with traffic slowing down primarily in overnight hours
- Traffic safety has greatly improved, with total injuries down 30% and crashes where people were killed or severely injured down by 77%



Thank You!



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