Lexington Avenue Bus Lane Upgrades 60th Street to 52nd Street

Presentation to Community Board 6 Transportation Committee

October 6, 2025

BETTERBUSES

Agenda

1. Background and Goals

2. Proposal

3. Discussion and Next Steps

Background and Goals

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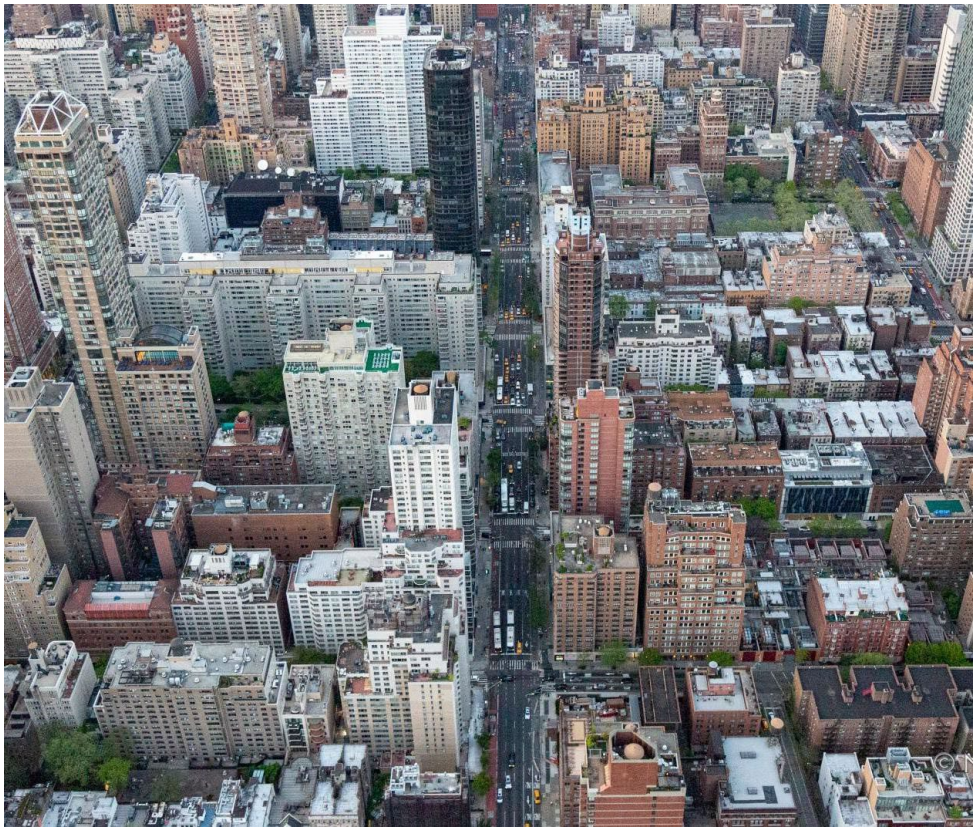
Project Background

- 8 MTA bus routes travel on Lexington Avenue between 60th St and 52nd St
  - BxM1, M101, M102, M103, SIM11, SIM22, SIM26, SIM6
- On average, 71,000 riders depend on these routes daily
- The average speed is 6 mph overall, 5 mph during daytime hours
- Existing curbside bus lane is often blocked by loading and passenger pick up / drop off
- In the past 5 years, there have been 88 injuries in the project area, 6 were severe

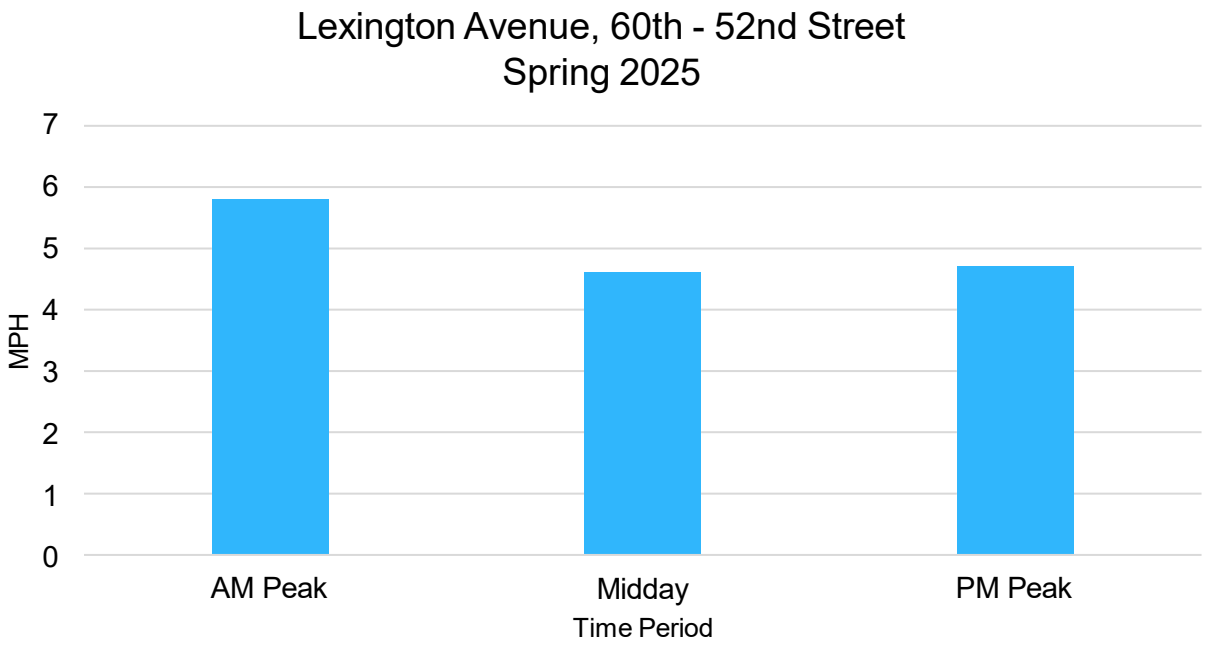
Traffic



- Since Congestion Pricing was implemented, traffic on Lexington reduced by up to 17% in the AM peak period, and up to 21% in the PM peak period
- NYC DOT expects this proposal to accommodate existing traffic volumes on Lexington

Speeds and Ridership

- Overall, bus speeds are slow all day on this segment of Lexington Av corridor with speeds under 6 mph during AM Peak, Midday, and PM Peak.
- On an average weekday, close to 6,000 daily riders travel directly on this slow 8-block segment, with about 1,900 riders boarding and 1,800 riders alighting the buses here.



Project Goals

- Improve bus service by upgrading existing curbside bus lane to 24/7 offset bus lane

- Bring benefits of existing offset segment to this section of Lexington Avenue
  - A similar design was implemented on Lexington Avenue 96th St - 60th St in 2019
  - Since then, bus speeds in that segment have increased up to 26%, and pedestrian injuries decreased by 35%
  - Consistency across segments is preferred for bus operations

Proposal

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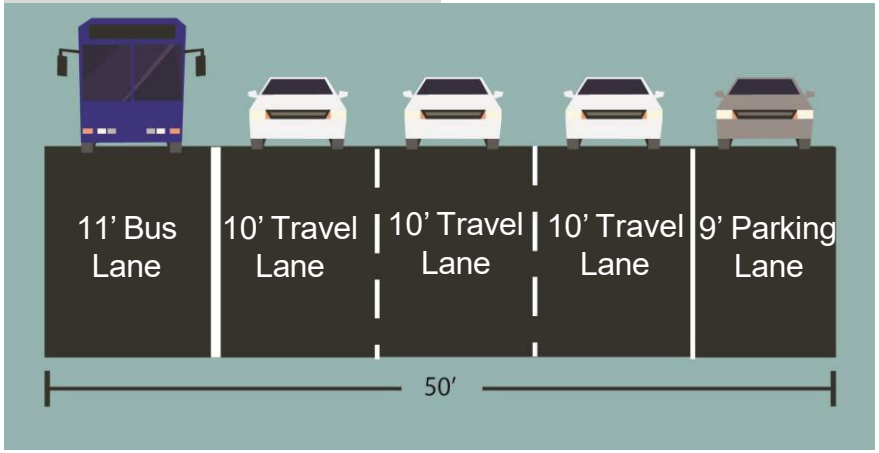
Offset Bus Lane Proposal

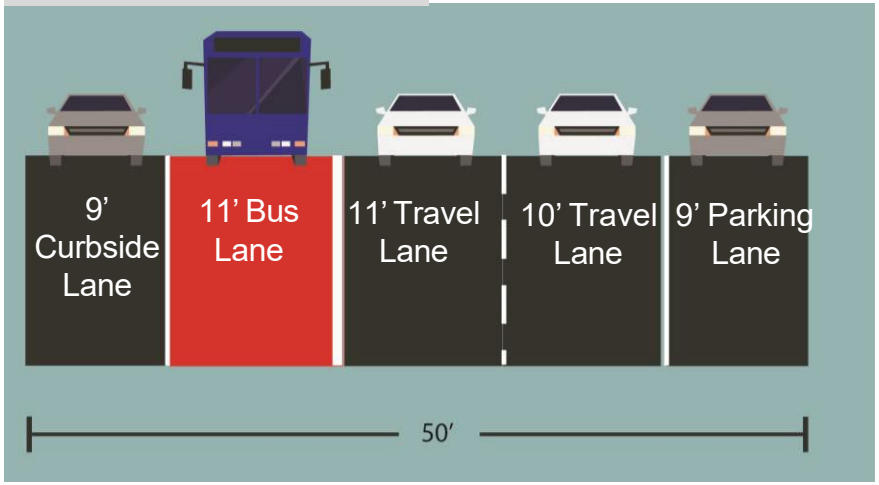
Proposed offset bus benefits:

- Improves bus speed and reliability
- Allows buses to travel through corridor without being blocked by standing vehicles
- Creates new curb space so curb demand does not impede bus service
- Enforced by bus mounted camera (MTA Automated Camera Enforcement Program)

Existing Curbside Bus Lane



Proposed Offset Bus Lane

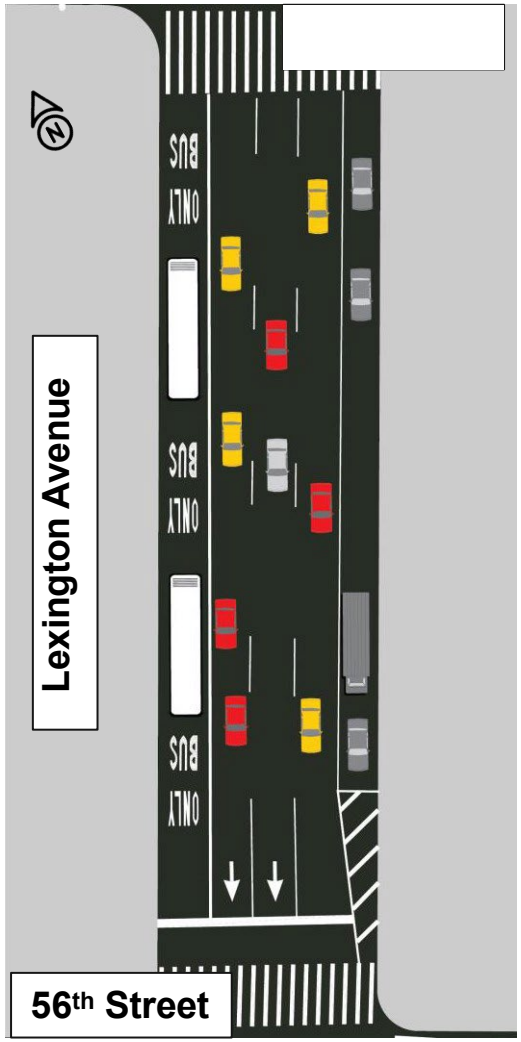


Typical Block Design

57th Street – 56th Street

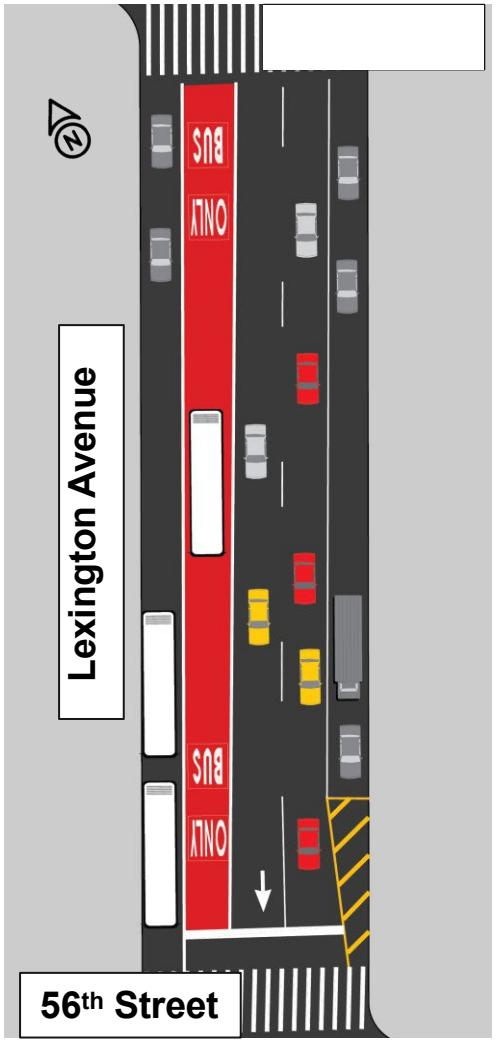
Existing:

- Curbside parking lane
- Three through lanes
- Curbside bus lane



Proposed:

- Curbside parking lane
- Two through lanes
- Dedicated offset bus lane
- Curbside lane for quick pick up / drop off



Summary and Next Steps

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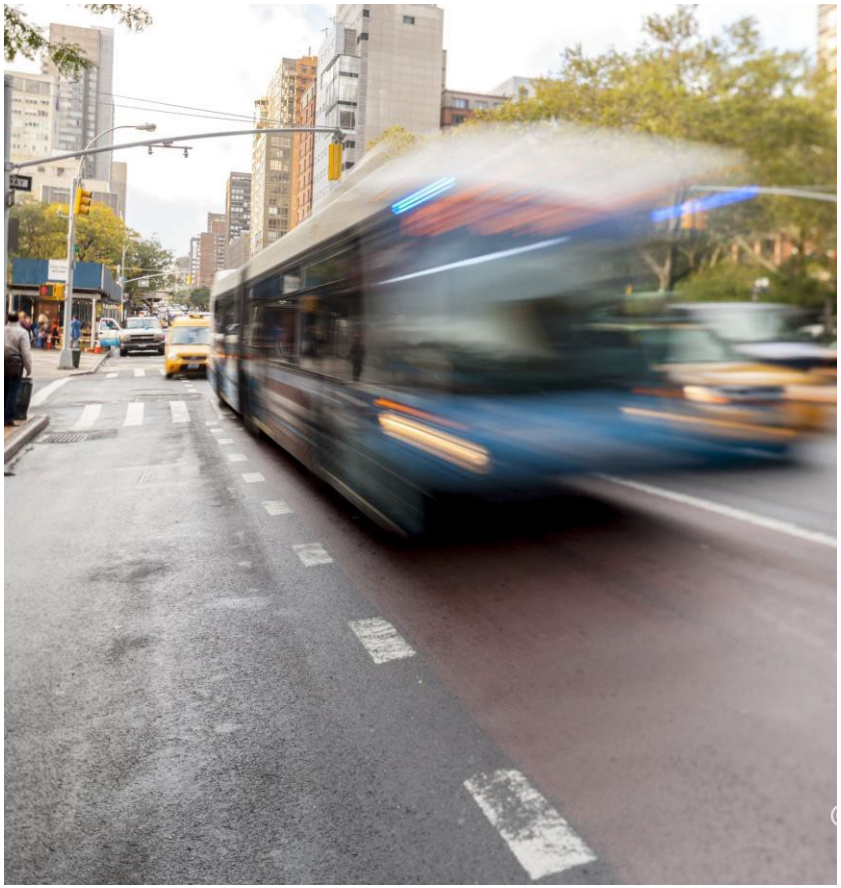
Summary

Project Proposes:

- Convert existing curbside bus lanes to offset for improved bus speeds and reliability throughout the corridor
- Quick pick up and drop offs can take place without impeding bus service
- Next steps:
  - Present to other CBs and stakeholders
  - Fall 2025/Spring 2026 implementation
  - Observe bus lane and monitor curb access needs
    - Refine curb regulations in 2026



Thank You!

Questions?

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