72nd St Protected Bike Lanes

Presentation to Manhattan Community Board 7

April 14, 2026

NEW YORK CITY DOT

Background

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Cycling in Numbers

Daily and Annual Cycling:

- **28%** of adult New Yorkers, more than 1.8 million people, **ride a bike** (at least once in past year)
- **762,000 ride a bike regularly** (at least several times a month). Source: Community Health Survey

Bike Trips to Work:

- **620,000** daily cycling trips
- **64%** increase in daily cycling between 2013 and 2023
- **16%** increase in daily cycling between 2018 and 2023
- **Growth is daily cycling is higher than any other transportation mode.** (Source: US Census, American Community Survey)

Safe Streets for Cycling

Safety Benefits of Bike Facilities:

Protected Bike Lanes

- **Risk reduction of 34% across all study projects**
- On the highest risk streets, cyclist risk is reduced by over 60%
- 39% decrease in KSI and a 22% drop in senior injuries.

Conventional Bike Lanes

- **Risk reduction of 32% across all study projects**
- Improved safety on all streets, particularly on low and mid- volume streets (42%, 26% reduction in risk respectively)

Cycling Volumes:

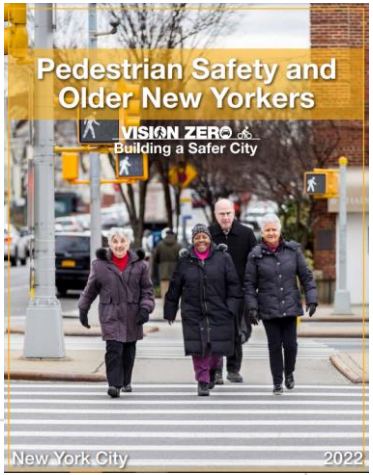
- Installation of PBL and conventional bike lane increased bicycle volumes by 50%

Source: *Safety Stats (*Data from 100+ bike lane projects including 35 Protected (31 mi), 50 Conventional (46 mi), and 16 Shared (18 mi) installed between 2009-2018).* Risk is defined by injuries per mile per bicyclist volume. **Pedestrian Safety and Older New Yorkers

Pedestrian Safety and Older NYers (2022)

Key Findings:
- Seniors make up less than 15% of New York City's population, but over 45% of pedestrian fatalities

Crash Analysis:
- About 90% of both senior and non-senior adult injuries occur at intersections; 72% of injury crashes occur at signalized intersections



Previous Work:
- Since 2010, the NYC DOT has completed over 900 street improvement projects
- 300 Street Improvement Projects in Senior Pedestrian Focus Areas since 2009

Protected Bike Lanes:
- On streets with protected bike lanes, seniors saw a **39% decrease in KSI and a 22% drop in overall injuries.** Non-senior adults saw a **24% drop in KSI and 9% drop in overall injuries**.

- **Commonly-used road treatment benefits all adults, it especially improves conditions for seniors.**

Safety Treatment Effectiveness

Treatment Name & Safety Features	Senior Pedestrian Injuries	Senior Pedestrian KSI	Non-Senior Adult Pedestrian Injuries	Non-Senior Adult Pedestrian KSI
Protected Bike Lanes	22%	39%	9%	24%

Upper West Side Park Access

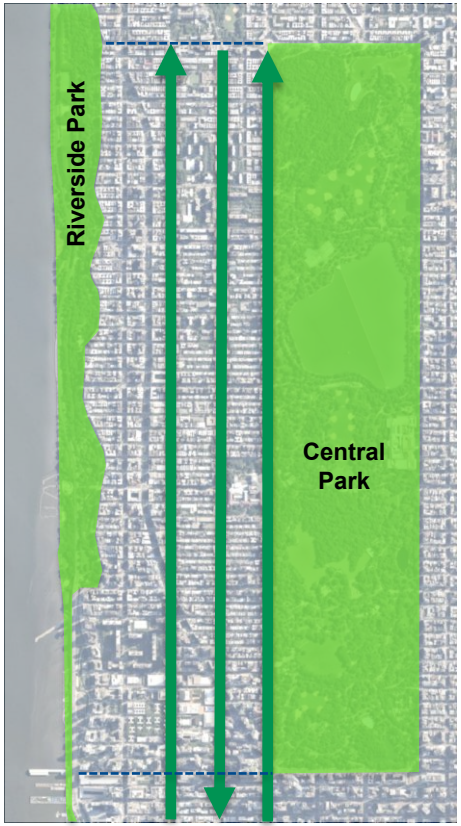
Parks and Access

- The Upper West Side is bracketed by world class parks and recreational amenities
- Protected bike lanes run north and south on multiple avenues but do not connect the rest of the neighborhood to the parks


Riverside Park


Central Park West

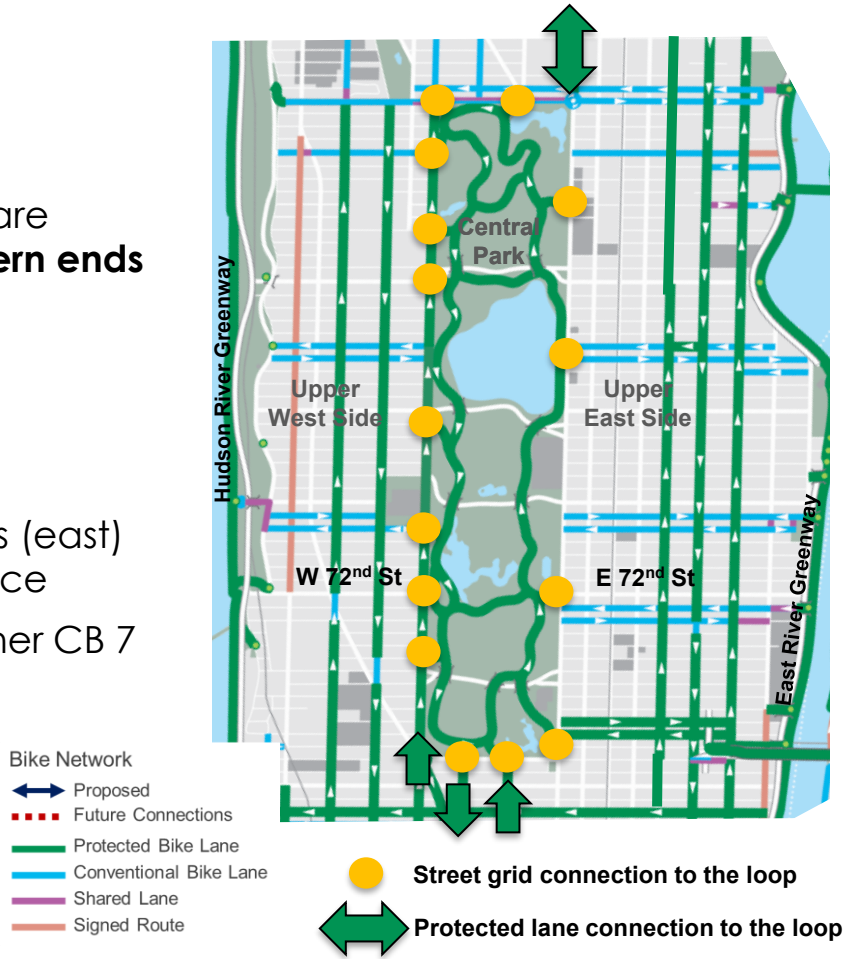

Central Park Loop



Central Park Access

On-Street Access Points

- Protected bike lane connections to Central Park are mostly **clustered at the extreme northern or southern ends of the park**
  - 5th Ave at Duke Ellington Circle (north)
  - 6th Avenue (south)
  - 7th Avenue (south)
  - Broadway, and 8th Avenue (south)
- The protected bike lanes on E 61st and 62nd Streets (east) connect to the park, but not directly to an entrance
- **No other protected crosstown bike facilities** in either CB 7 or in CB 8



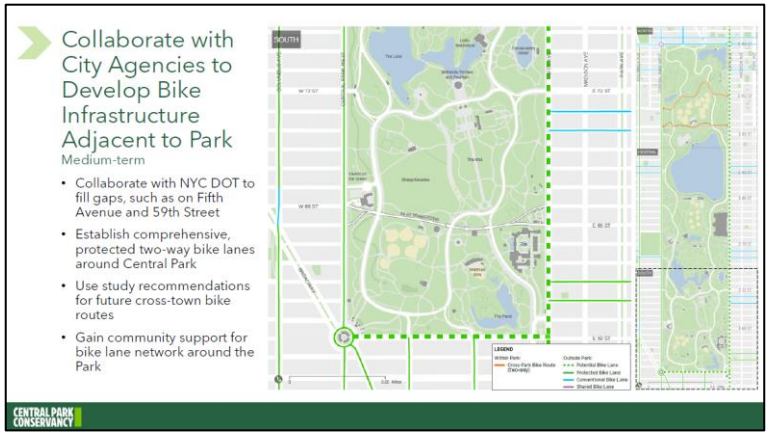
Citywide Greenway Plan

Greenways are continuous, multi-use corridors designed for human-powered and electric-assist transportation and recreation.

- Existing Manhattan greenways are almost entirely concentrated along the waterfronts
- In addition to a centrally located north-south route running through the middle of Manhattan, the plan calls for connecting routes that link both existing and proposed greenways with parkland destinations, neighborhoods, and transit hubs

Public Feedback

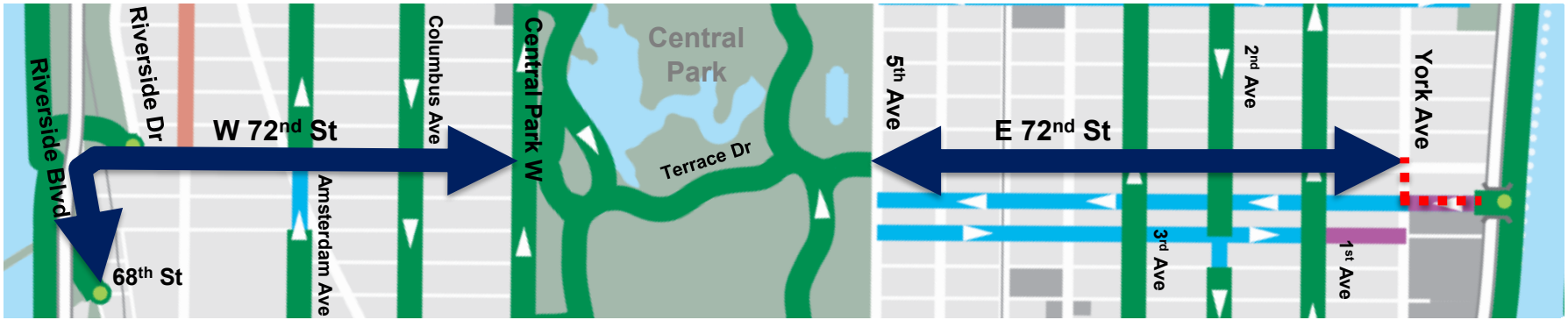
- A crosstown protected bike lane on 72nd St **was requested by CB 7 in 2020**, CB 8 passed resolutions for protected east/west connections in 2019 and 2022
- A **need for crosstown bike routes was identified** in the 2024 Central Park Drives Safety & Circulation Study
- Desire to extend park into adjacent neighborhoods and improve access for all ages and ability riders



Project Area

72nd St from Riverside Drive to York Ave

- On the west side, existing protected bike lanes on northbound Amsterdam Ave, southbound Columbus Ave, and northbound Central Park West
- On the east side, existing protected bike lanes on northbound 3rd Ave, southbound 2nd Ave, and northbound 1st Ave
- No existing protected crosstown bike lanes in CB 7, only E 61st and 62nd St in CB 8



Upper West Side Project Area

W 72nd St from 68th St and Riverside Blvd to Central Park West

- Connects multiple access points to the Hudson River Greenway to the protected lane network of the Upper West Side and the Central Park Loop

Existing Conditions

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Existing Conditions

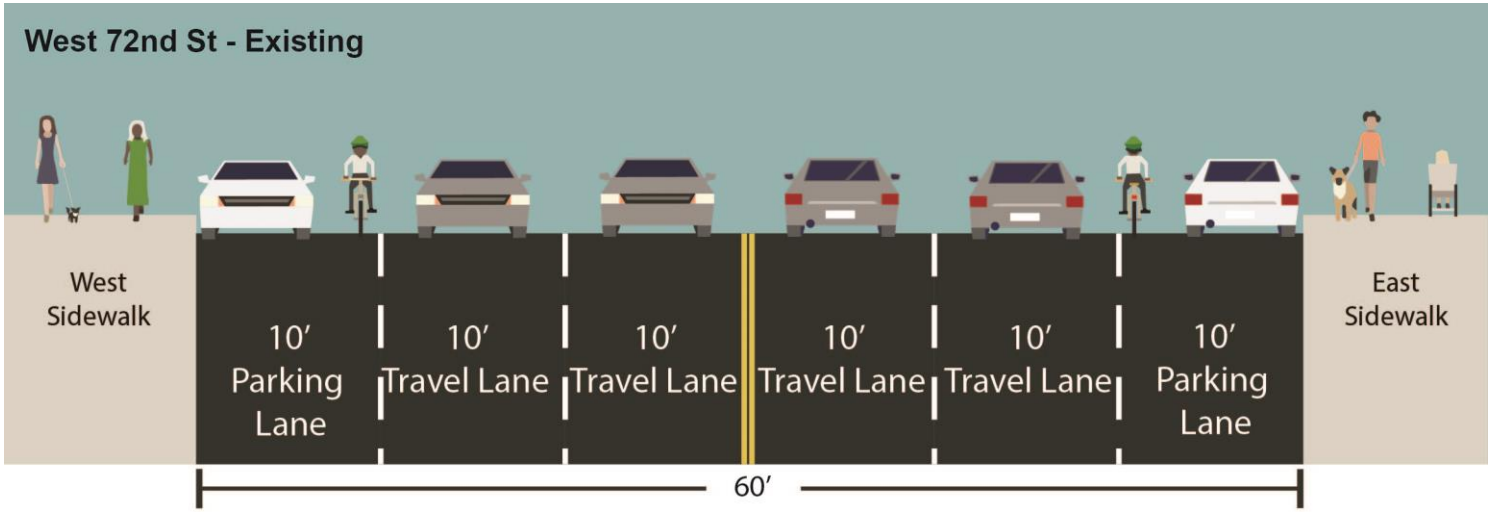
W 72nd St & Riverside Blvd

- Connection for cyclists linking the Hudson River Greenway to Central Park and the Upper East Side
- Connections to the on-street protected bike lane network at Amsterdam Ave, Columbus Ave, and Central Park West
- Commercial activity and a high frequency of double parking along much of the corridor

Existing Conditions

W 72nd St from Riverside Blvd to Central Park West

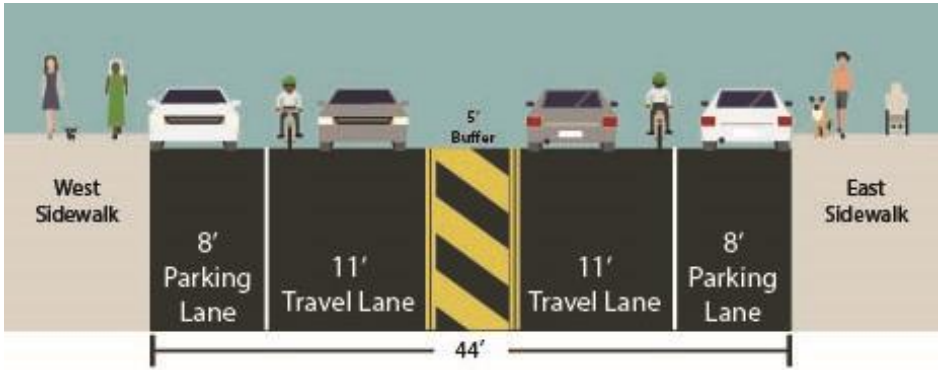
- Two-way street with two lanes in each direction and parking on both sides between Riverside Blvd and Central Park West
- M5, M57, and M72 bus route
- Loading/curb access evenly distributed between commercial and high-density residential



Existing Conditions

Riverside Blvd from W 72nd St to W 68th St

- Two-way street with one lane in each direction and parking on both sides between W 68th St and W 72nd St, southbound M72 bus route below W 70th St
- Connects to Riverside Park South and the Hudson River Greenway via an access point at W 68th St
- High-density residential on the east side, parkland on the west side



Existing Conditions

Existing Park Access

Direct connection to the greenway via shared paths through Riverside Park

Riverside Park access point on W 72nd has no on-street connection to Central Park access point, also on W 72nd St

Safety

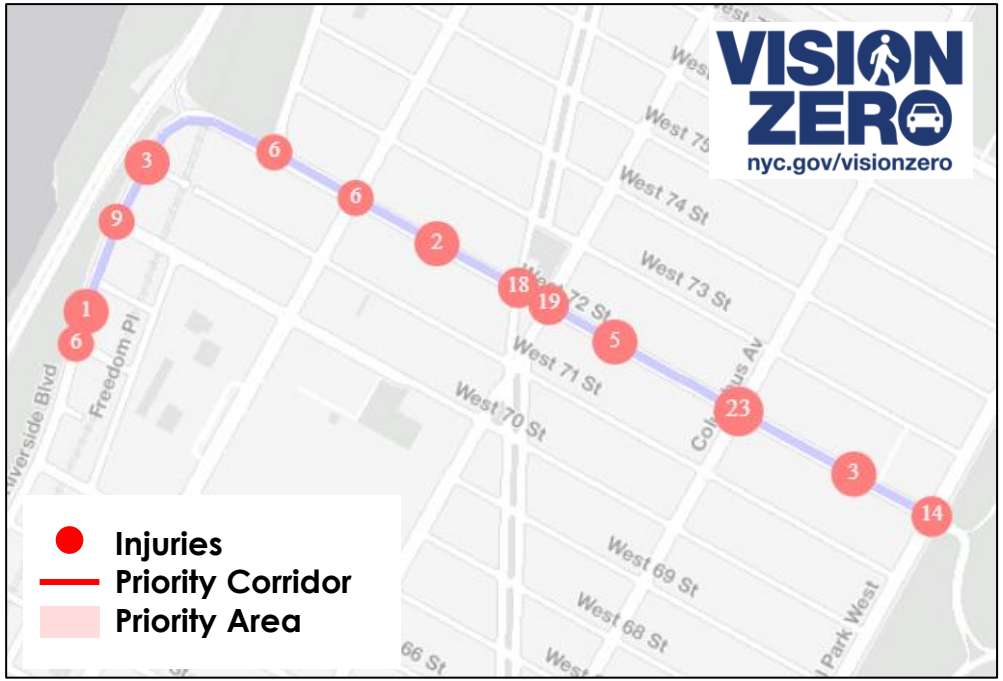
W 72nd St & Riverside Blvd

(W 68th St to Central Park West)

Injury Summary, 2021-2025 (5 years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	40	5	1	6
Bicyclists	31	5	0	5
Motor Vehicle Occupant	31	1	0	1
Motorized Two-Wheelers	13	2	0	2
Total	115	13	1	14

Fatalities, 01/01/2021 – 04/06/2026: 1



- Crashes on W 72nd St and Riverside Dr are in the top 10% of Manhattan streets
- On this corridor injuries to seniors account for 20.5% of all injuries compared to 8% for the entire borough

West Side Proposal

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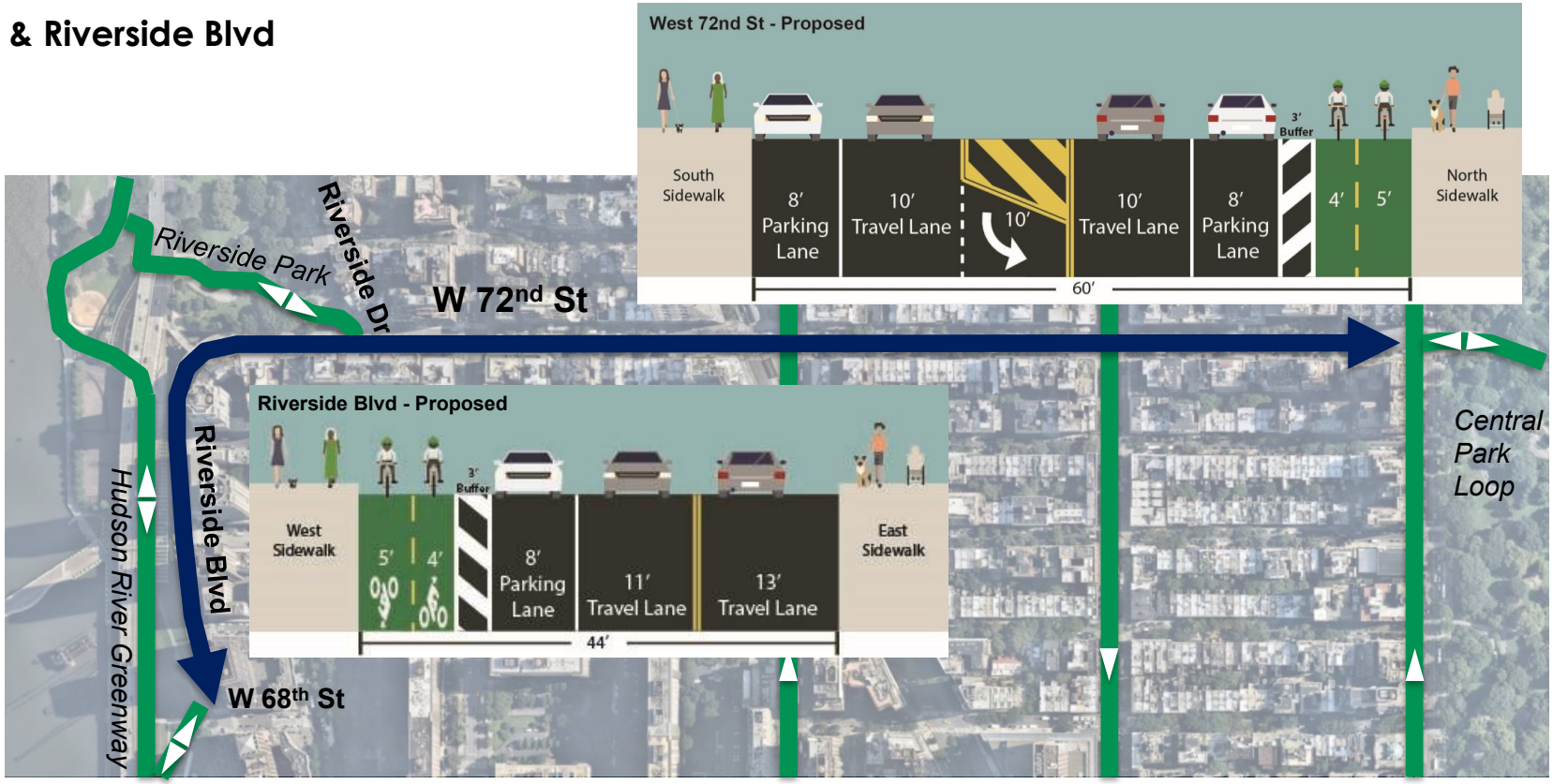
Project Proposal

W 72nd St & Riverside Blvd



Project Proposal

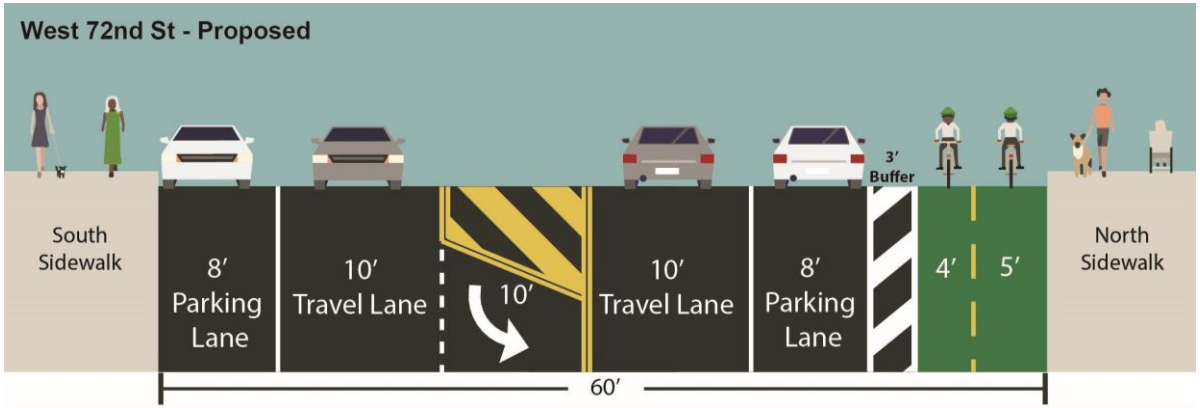
Benefits of a Combined Two-Way Lane

- Riverside Park entrances are all on the same side of the roadway
  - West side for Riverside Blvd
  - North side for W 72nd St
- Combining the bike movements together allows for concrete islands to shorten crossing distances
- Combining both directions of bicycle travel takes less roadway width (a single 12' wide space) compared to separating the directions (two 7' wide spaces, 14' total)
- Flush median that separates directions of travel can be upgraded to a planted median

Proposed Condition

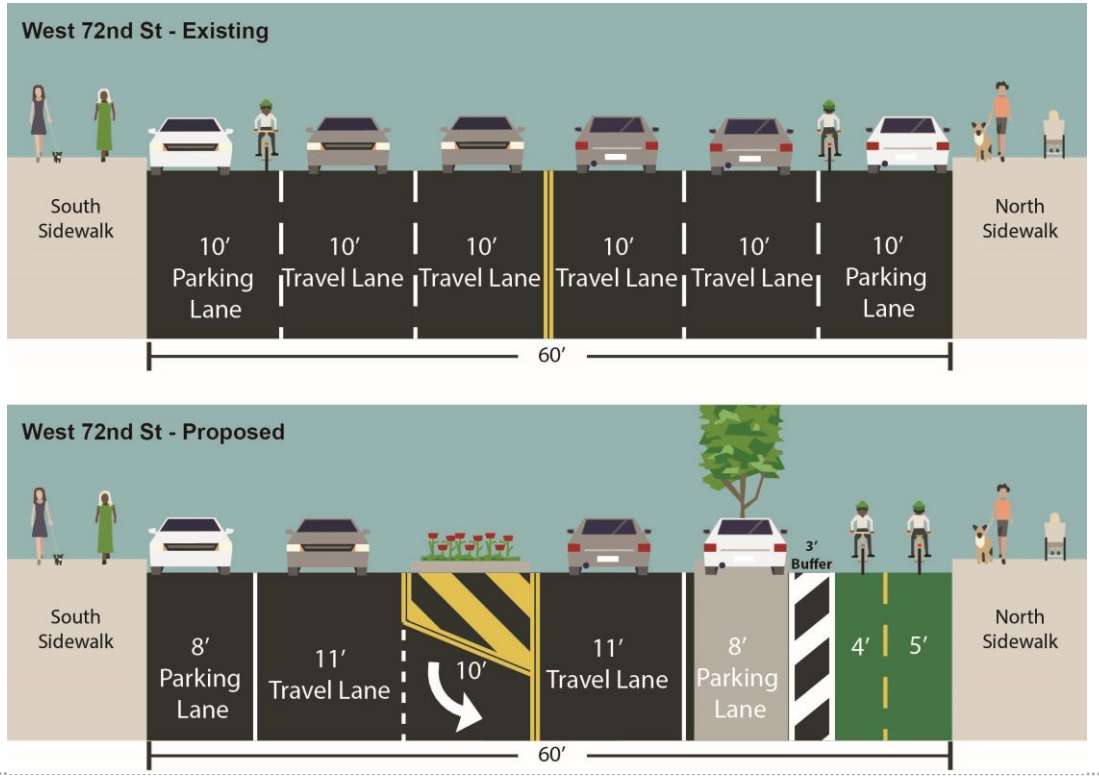
W 72nd St Two-Way Parking Protected Bike Lane from Riverside Dr to Central Park West

- Install a two-way parking protected bike lane along the north curb between Riverside Blvd and Central Park West
- Remove one lane of traffic in each direction on W 72nd St and make turn restriction changes at intersections to accommodate the two-way bike lane
- Integrate the recently installed mid-block crossing between Amsterdam and Columbus Aves
- Remove approximately 10 parking spaces on W 72nd St to install intersection treatments



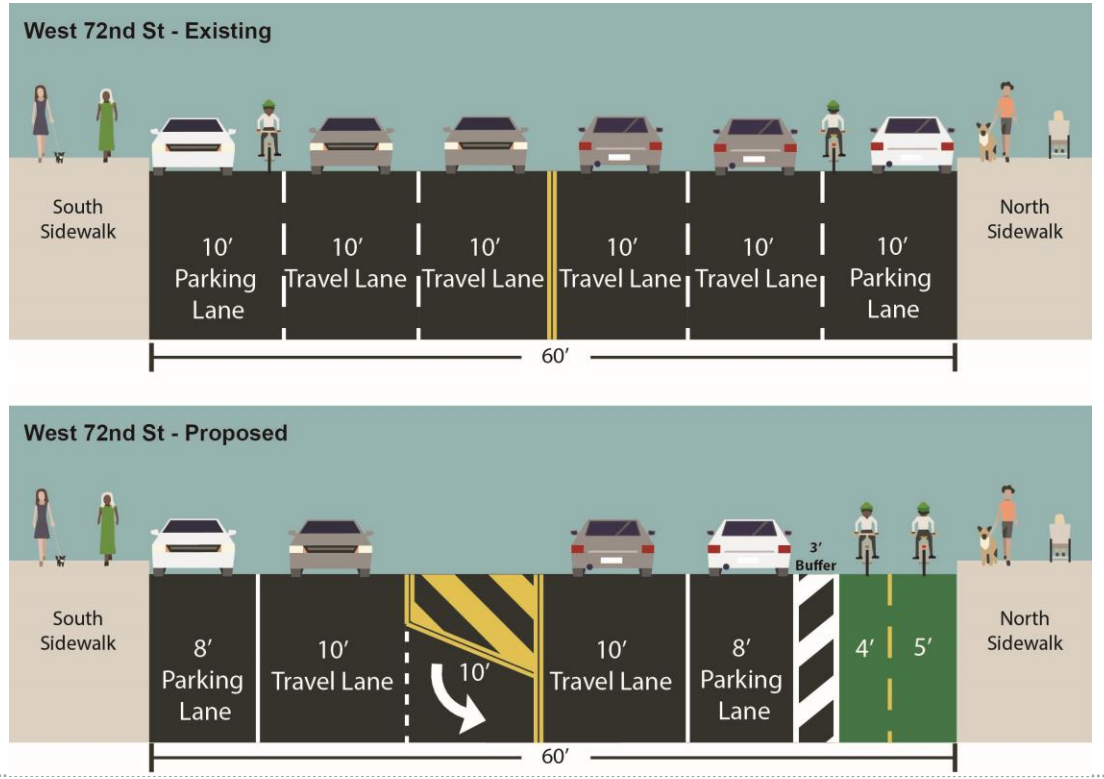
Proposed Condition (Typical)

W 72nd St from West End Ave to Columbus Ave



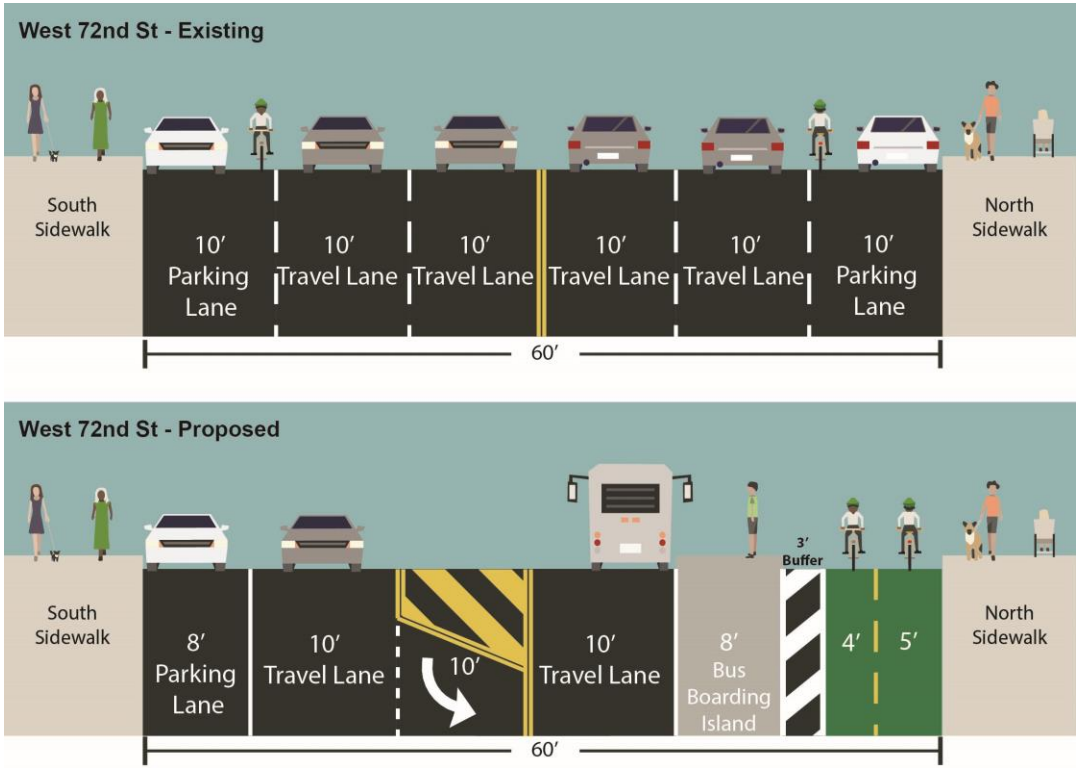
Proposed Condition (Typical)

W 72nd St from Columbus Ave to Central Park West



Proposed Condition

W 72nd St at Bus Stops



Proposed Condition

72nd St at Amsterdam Ave - Existing

- Two vehicle lanes in each direction
- Long pedestrian crossing distances
- No bicycle facilities
- Direct connection from park to greenway

Proposed Condition

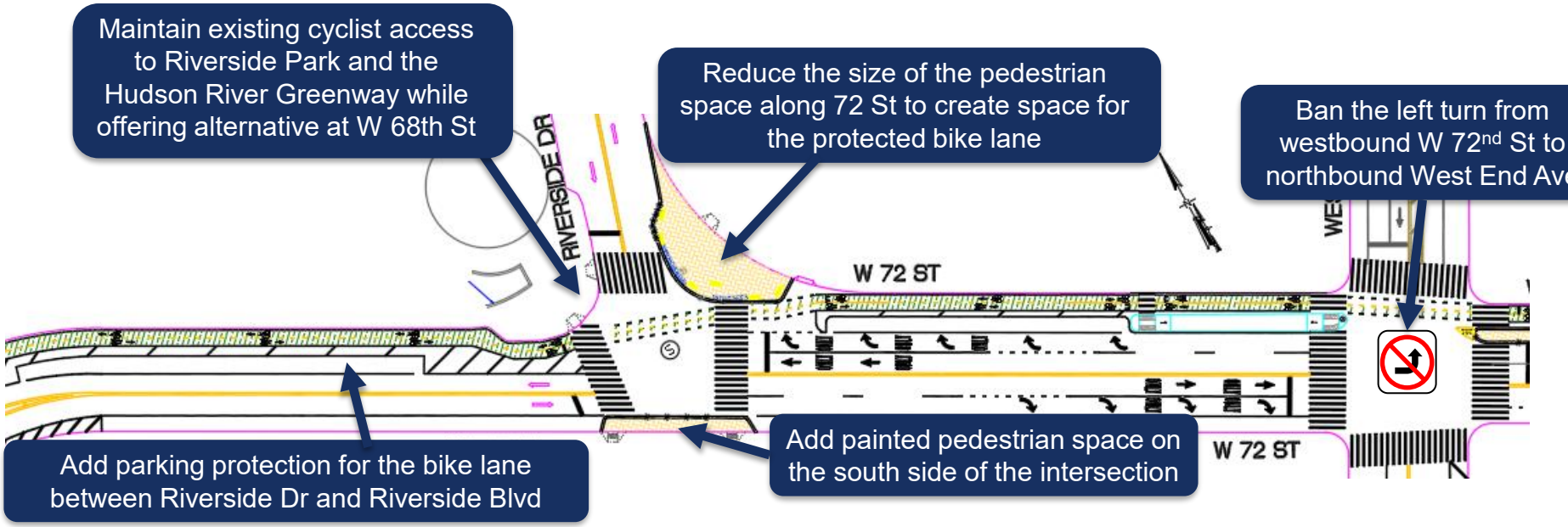
72nd St at Amsterdam Ave - Proposed

- Remaining vehicle lanes are enough for existing volumes
- Concrete island shortens pedestrian crossing distances
- Two-way bike lane organizes and consolidates bicycle traffic
- A continuous protected connection between greenway and park expands bicycle access to all ages and abilities

Proposed Condition

Riverside Drive Intersection

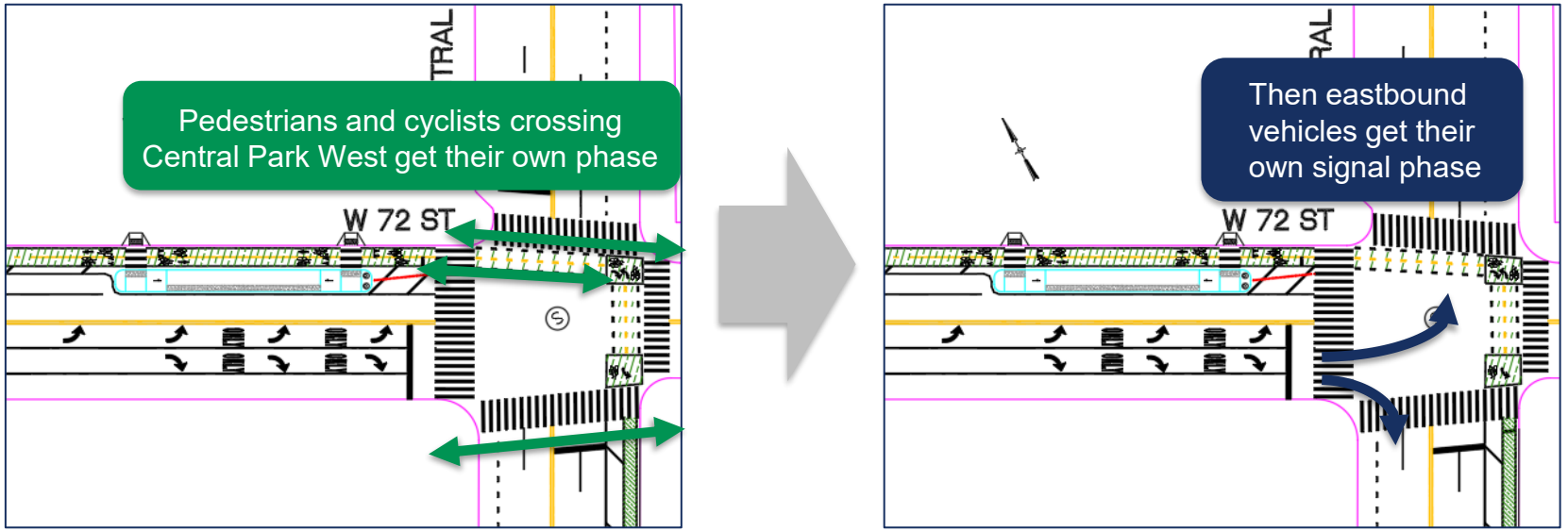
- Add a protected bike lane on the north side of the street while maintaining as much of the existing painted pedestrian space on the northeast corner as possible



Proposed Condition

Central Park West Intersection

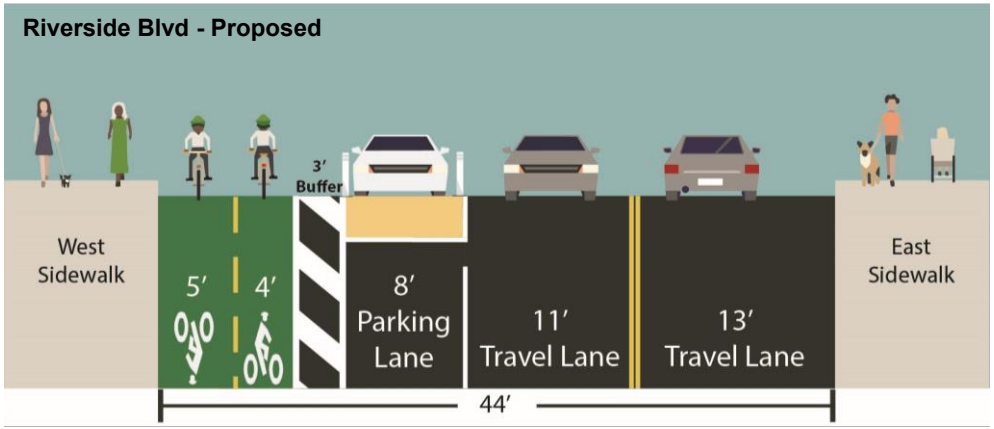
- Separate eastbound vehicles from bikes and pedestrians crossing Central Park West
- Maintain two eastbound vehicle travel lanes on the block approaching Central Park West
- Install a bus boarding island on the north side of W 72nd St



Proposed Condition

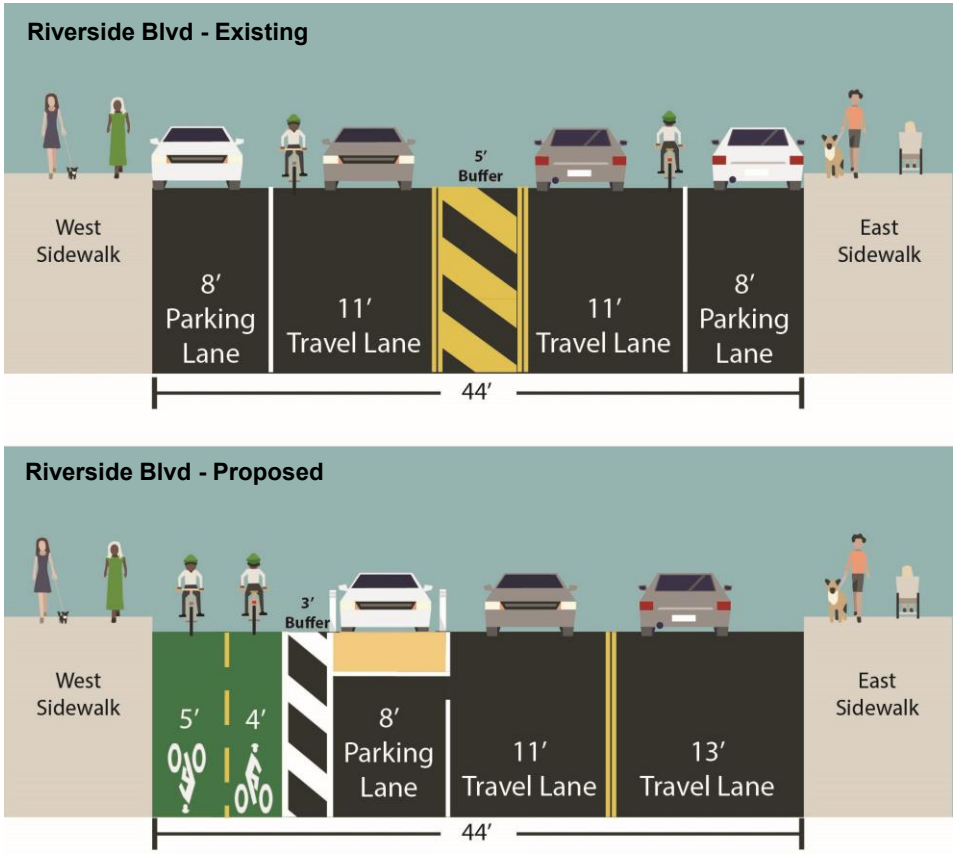
Riverside Blvd from W 72nd St to W 68th St

- Continue the proposed two-way bike lane from the north side of W 72nd St to the west side of Riverside Blvd
- Shorten pedestrian crossing distances by installing painted pedestrian space at intersections
- Repurpose 27 parking spaces on the east side of the street between W 68th St and W 71st St



Proposed Condition

Riverside Blvd



Making It Work

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Making It Work

Parking & Curb Regulations

- Peak hour vehicle volumes can be accommodated with one lane in each direction as long as space is retained for turning vehicles at key intersections
- The existing frequency of double parking will compound the reduction in vehicle capacity
- High demand for daytime curb access from both commercial and residential motorists
- Frequent double parking along both the commercial and residential blocks

W 72nd St between Amsterdam Ave and Columbus Ave

Making It Work

DOT Public Outreach on W 72nd St

- In the fall of 2025 DOT staff visited a total of 89 businesses on the 72nd St corridor, with 71 participating in a survey
  - 99% of survey participants received deliveries
  - 54% made outgoing deliveries
  - 63% of business respondents observed consistent double parking outside their building
- DOT staff also visited a total of 85 high-density residential buildings and were able to speak with staff from 23 of them (18 participated in a survey)
  - The vast majority of residential buildings have outside contractors parking throughout the week
  - Work is evenly distributed across the work week (Mon-Fri) and typically takes place between 8am and 4pm

Making It Work

Making It Work

Parking Regulations

- Commercial activities typically take place from 7am-5pm, with peaks in both the early midday and the late afternoon
- High-density residential buildings also need curb access for package deliveries, for-hire vehicles, and building maintenance
- DOT will update curb regulations to better encourage turnover of parking spaces in high demand areas
    - Adjust time limits in certain areas to increase parking turnover and expand reach of metered parking where necessary
    - Install neighborhood loading zones in non-commercial areas to reduce instances of double parking

Times of Businesses Receive Incoming Deliveries

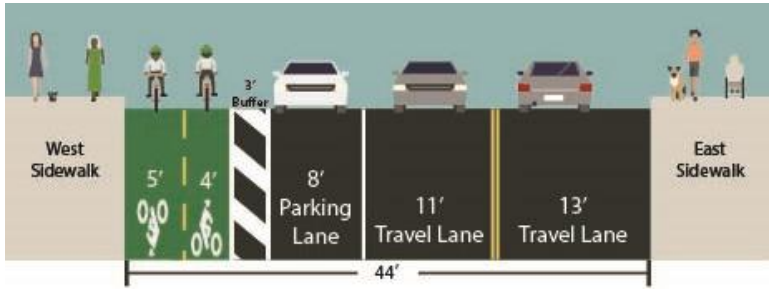
Time	MON	TUE	WED	THUR	FRI	SAT	SUN
11 PM - 5 AM	3%	4%	3%	3%	4%	3%	1%
7 PM - 11 PM							
5 PM - 7 PM	1%				1%		
3 PM - 5 PM	14%	14%	17%	17%	17%	6%	
1 PM - 3 PM	9%	11%	9%	10%	9%	1%	1%
11 AM - 1 PM	20%	17%	20%	20%	23%	7%	6%
9 AM - 11 AM	13%	14%	13%	11%	13%	11%	6%
7 AM - 9 AM	11%	11%	10%	9%	10%	9%	6%
5 AM - 7 AM	6%	4%	4%	6%	6%	1%	1%

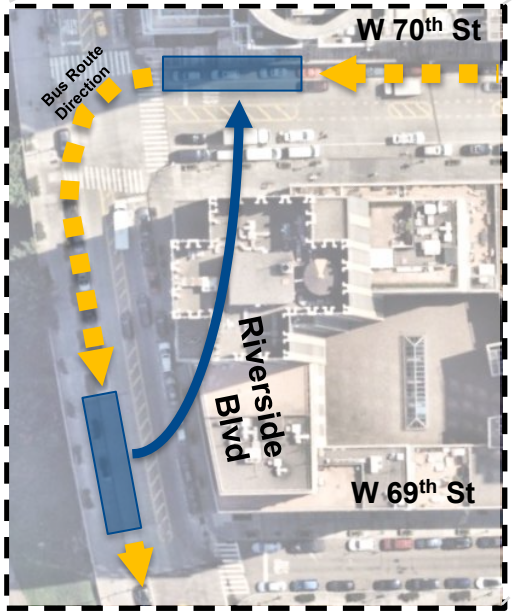
The percentages above reflect how many businesses received deliveries during certain time intervals compared to all the businesses receiving deliveries.

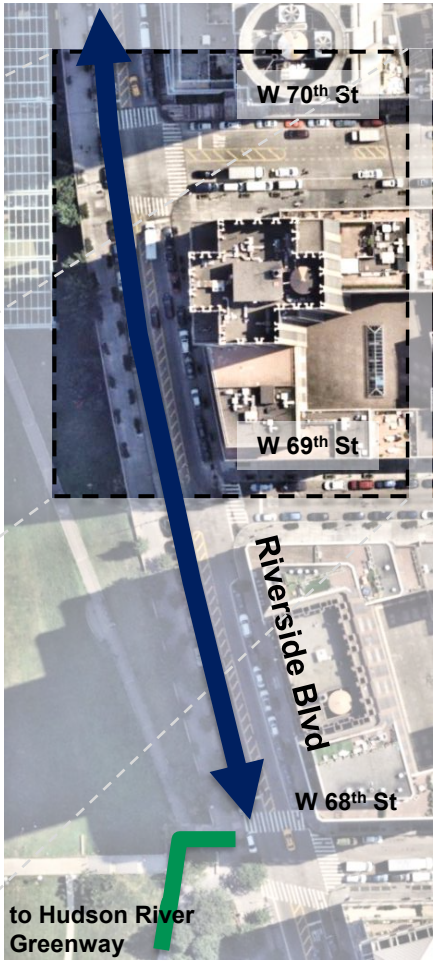
Making It Work

Riverside Blvd

- The proposed bike lane runs along the west side of Riverside Blvd
- A boarding island for the M72 bus stop at W 69th St is not feasible
- Shift the bus stop to the north side of W 70th St half a block north
- Moves the bus stop from an uncontrolled intersection (W 69th St) to a controlled one (W 70th St)



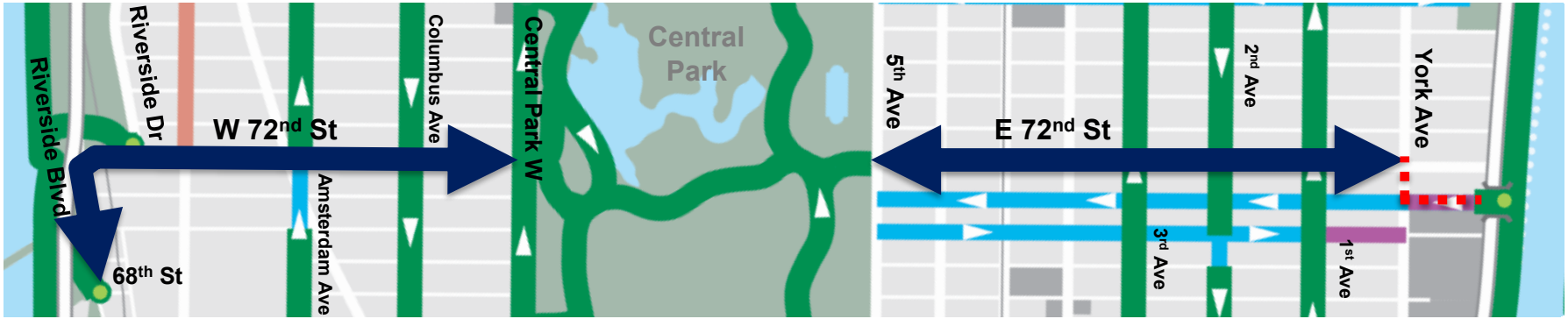




Summary

Benefits

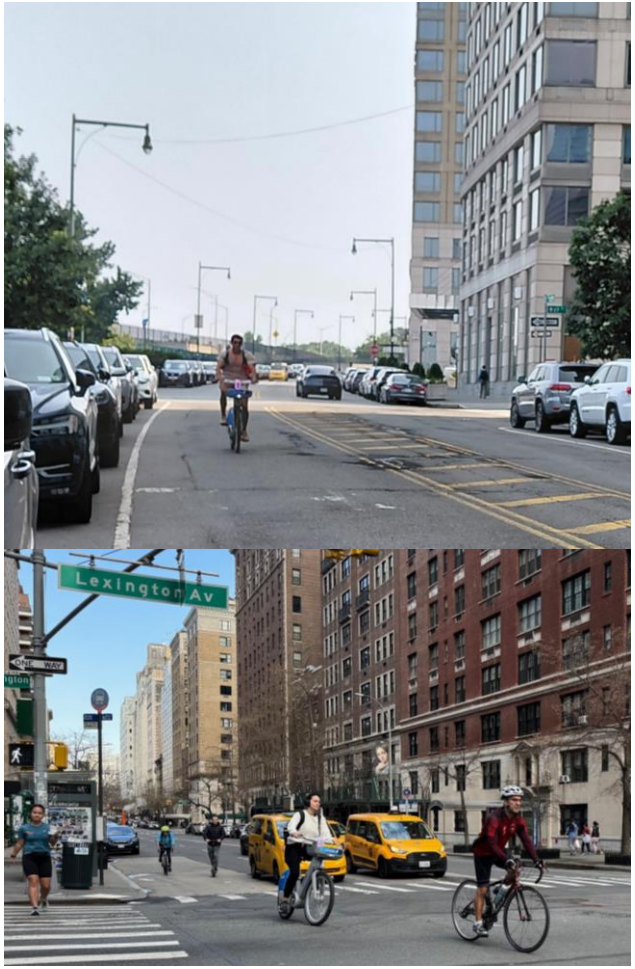
- A two-way bike lane on 72nd St connects Central Park to both the Hudson River Greenway and the East Side Greenway
- Existing protected lanes will now have a protected connection to the park
- This proposal shortens pedestrian crossing distances at intersections across the UWS



Next Steps

Timeline

- April 2026 – Begin the outreach process with Manhattan Community Board 7 and other stakeholders
- Potential to begin installation on the west side in late spring or early summer of 2026
- Present a similar proposal to Manhattan Community Board 8 in the fall of 2026 to continue benefits of the west side project across the island



Thank You!

Questions?


NYCDOT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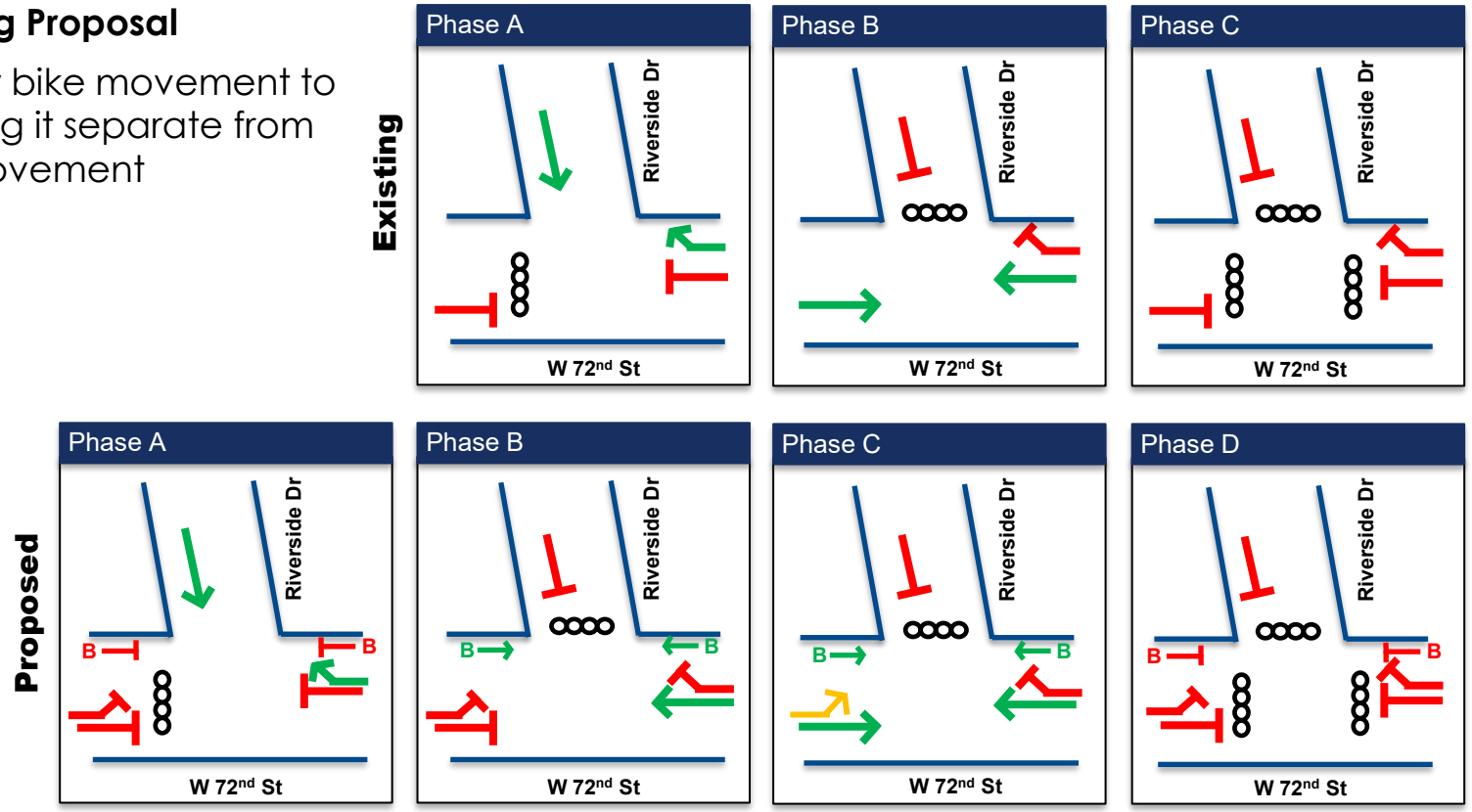
NYCDOT

Making It Work (CB 7)

Riverside Dr Timing Proposal

- Adds two-way bike movement to 72nd St, keeping it separate from the all-ped movement



Making It Work (CB 7)

Central Park West Timing Proposal

- Extend the existing LPI for pedestrians crossing CPW so it is fully split from the vehicle movement