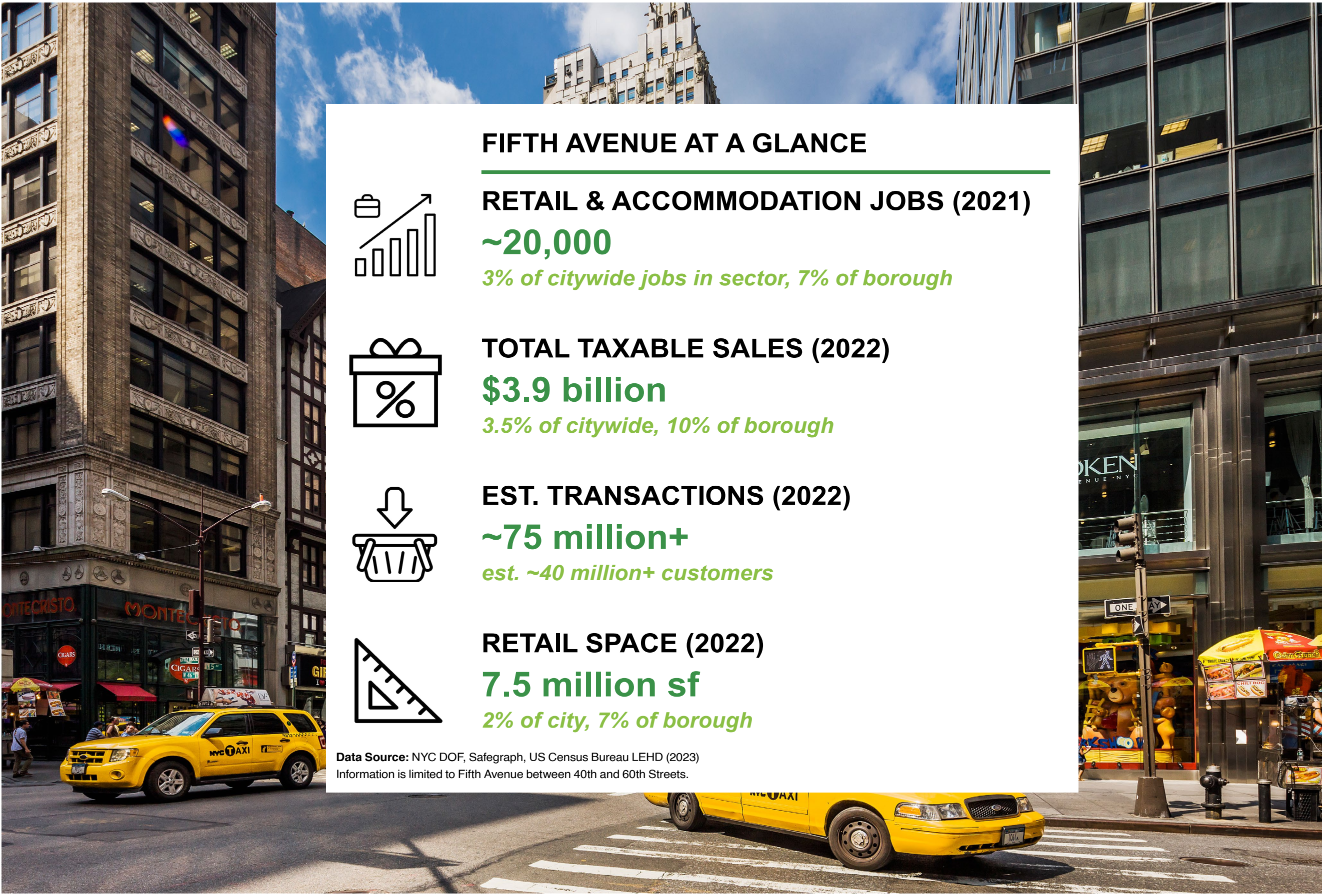


# VISION, PURPOSE & GOALS

- Transform Fifth Avenue between Bryant Park and Central Park into an **innovative, pedestrian-focused boulevard** for the public to enjoy
- Support Fifth Avenue as an **economic engine** in the post-pandemic landscape
- Significantly increase pedestrian space across the avenue - expanding sidewalks and **prioritizing accessibility**
- Make additional street and **public realm improvements** - including seating, trees, plantings and spaces for placemaking
- **Green the corridor** by increasing vegetation, reducing heat gain and introducing innovative and sustainable stormwater management practices

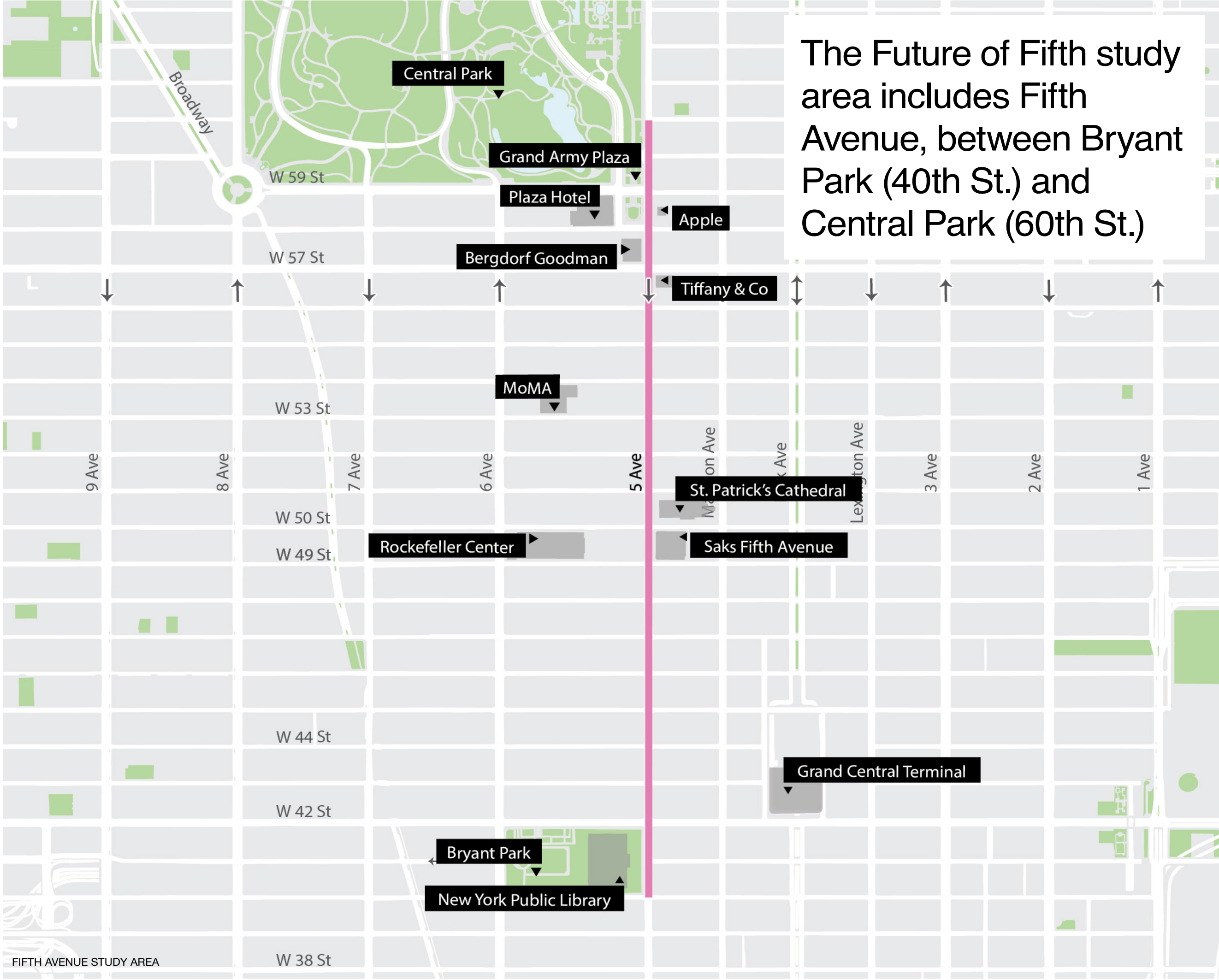
# FUTURE OF FIFTH



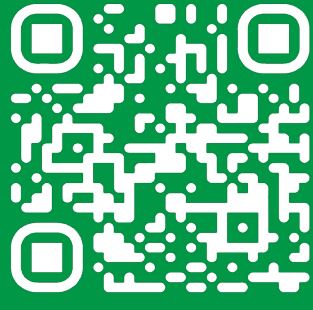
The vision for the project is to **permanently transform Fifth Avenue with a design that prioritizes pedestrians** and solidifies the avenue’s status as a premier global destination for offices, retail and culture, appealing to both New Yorkers and visitors alike

Realizing this vision **requires a substantial reallocation of space to widen sidewalks and shorten crosswalks**, facilitating smoother pedestrian flow along and across the avenue

Enhancing the avenue with wider, more inviting sidewalks and crosswalks **will encourage people to linger for longer at Fifth Avenue**



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# WHAT WE HAVE LEARNED

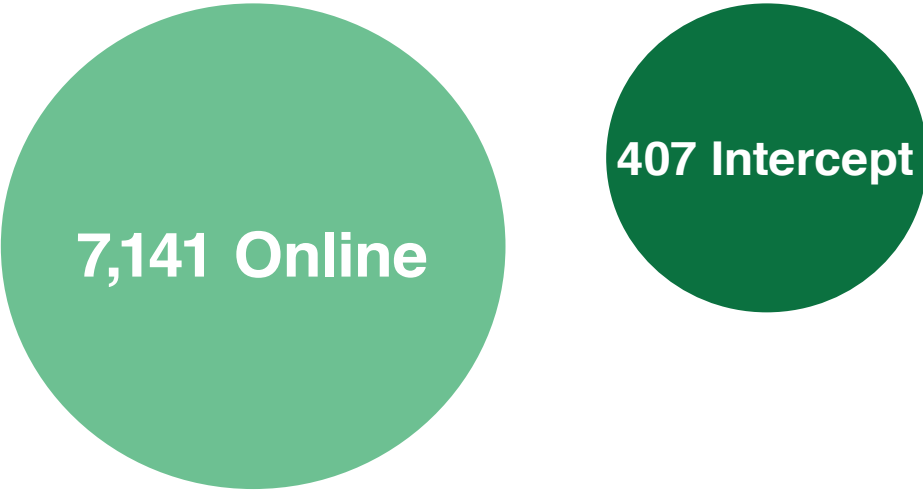
Several studies have informed the proposed designs for the Future of Fifth:

Based on information gathered, priorities for physical improvements include:

### Public Opinion Survey:

The in-person intercept survey and online survey received over 7,500 total responses between November 2023 and January 2024

Total number of survey respondents:



### Public Life Study:

Performed during the fall of 2023, this study explored at how everyday behavior could inform a people-first design



Wider sidewalks for better pedestrian flow and improved safety

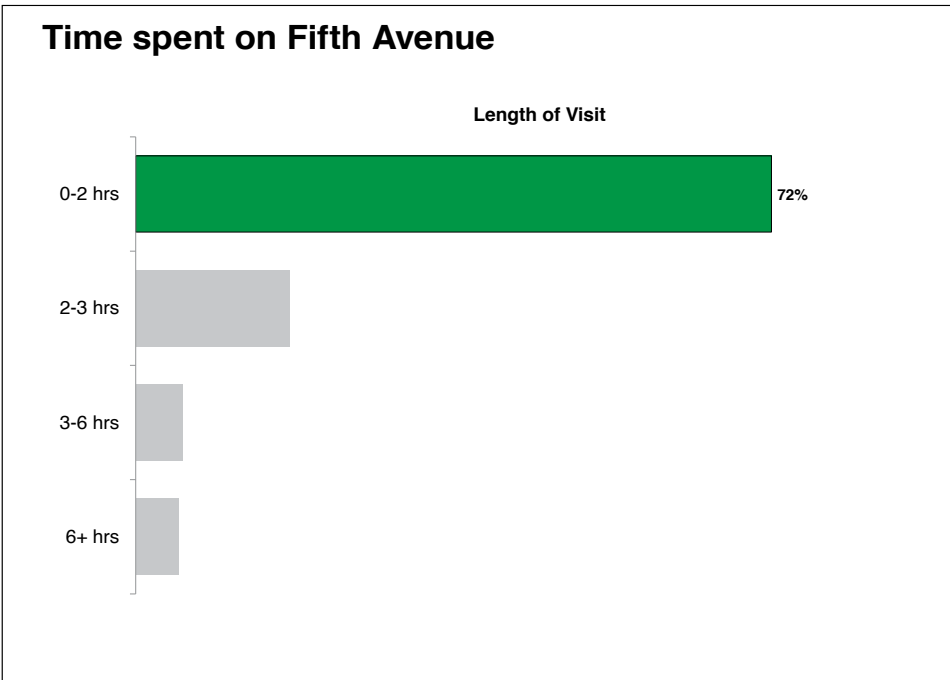


More trees and greenery throughout



A more comfortable environment and a stronger sense of place

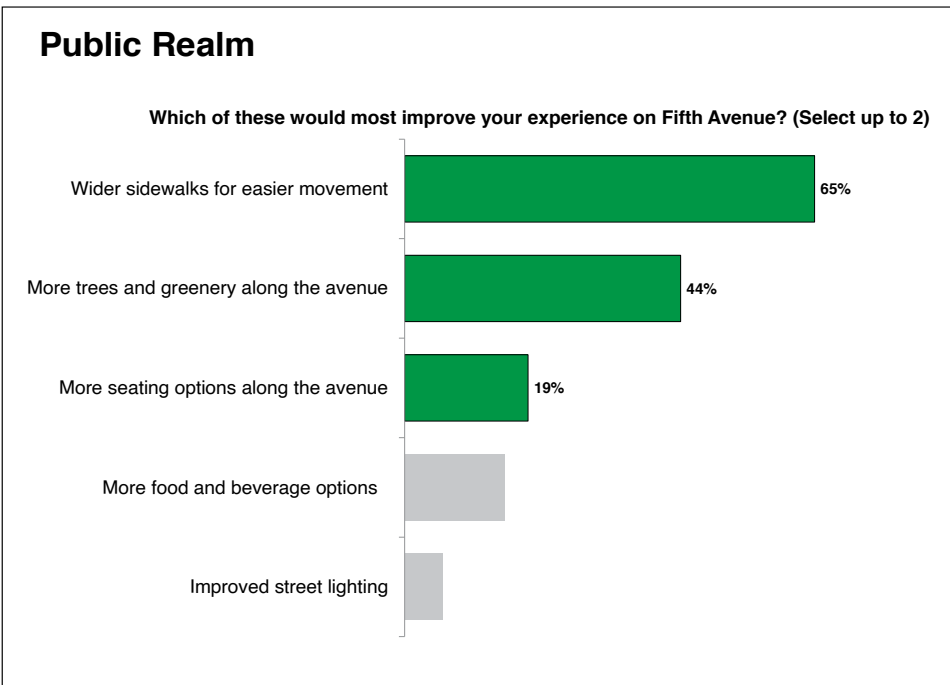
Most survey respondents **spend less than two hours on Fifth Avenue**



When asked “How would you describe Fifth Avenue to somebody that has not been there before?,” nearly **75% of survey respondents described it using negative words or expressions**



When asked which changes would most improve their experience on Fifth Avenue, respondents overwhelmingly selected **wider sidewalks, followed by more trees and greenery, and more seating options**, as their top choices



**Fifth Avenue’s pedestrian volume is on par with the busiest places in the city and around the world**

- At peak times, the avenue has **5,477 people/hour on sidewalks, higher than any other Midtown Avenue**
- Pedestrian **volumes are significantly higher during the holiday season**, with up to 12,000 people/hour during weekdays and 23,000+ on weekends
- The public life study identified crowding **well over the maximum comfortable density of 4,800 people/hour** for most of the day, often leading pedestrians to walk on the roadway
- The Public life study also found that **people want a place to sit**. Due to the absence of formal seating, storefronts are frequently used for informal seating. As the day carries on, more and more people search for places to rest



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# PROPOSED STREET DESIGN

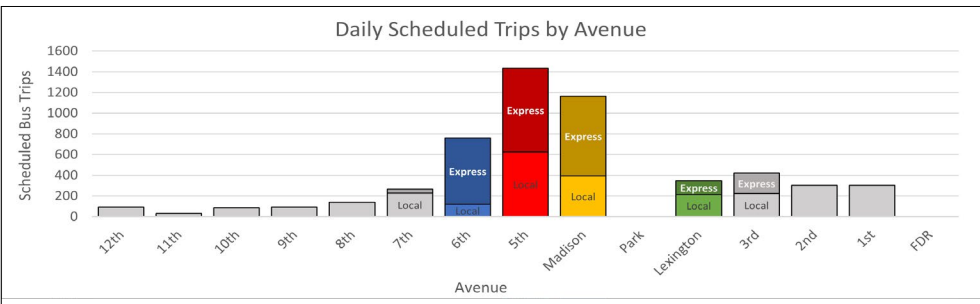
# FUTURE OF FIFTH

**Transit:**

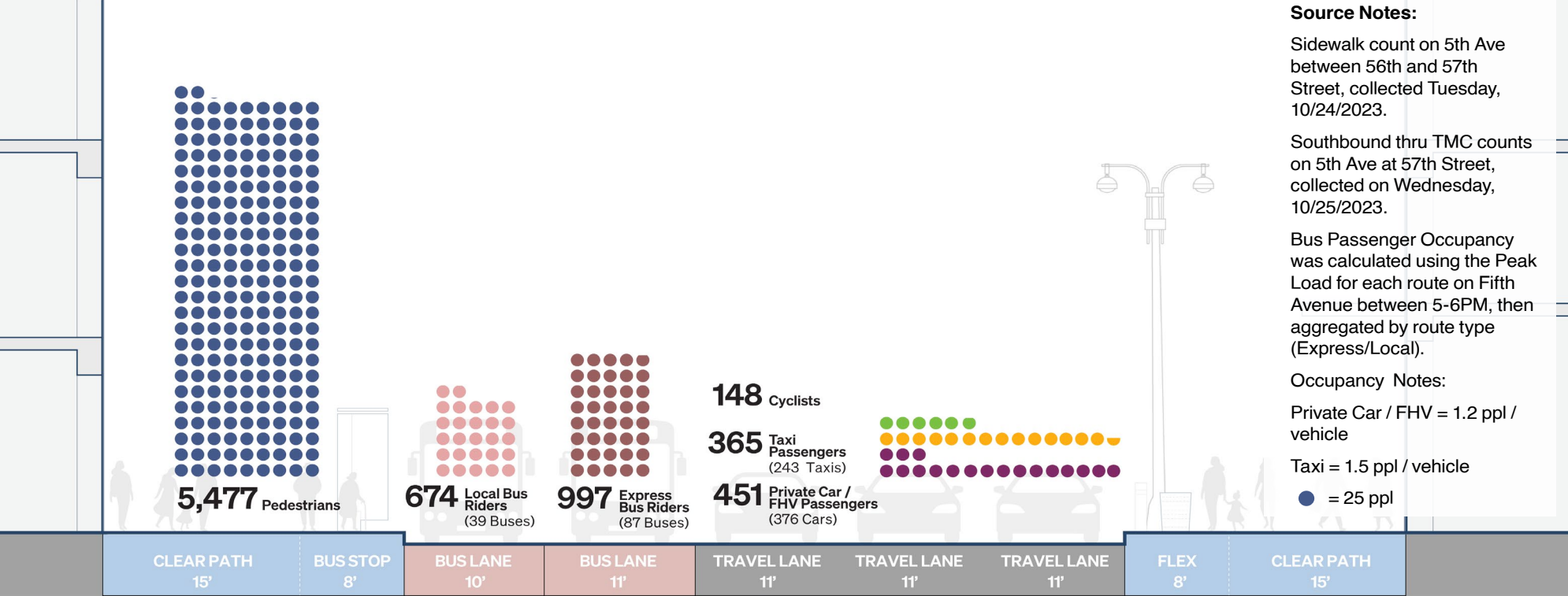
- Fifth Avenue is a key corridor for MTA buses, serving 7 local routes, 34 express routes, and non-revenue bus trips
- Since 2018, Fifth Avenue sees over **1,300 express buses a day**
- When the buses are within the Fifth Avenue study area, **occupancy is 10%**
- The proposed design will not significantly change current bus capacity. The City is exploring potential bus service adjustments with MTA in parallel

**Traffic:**

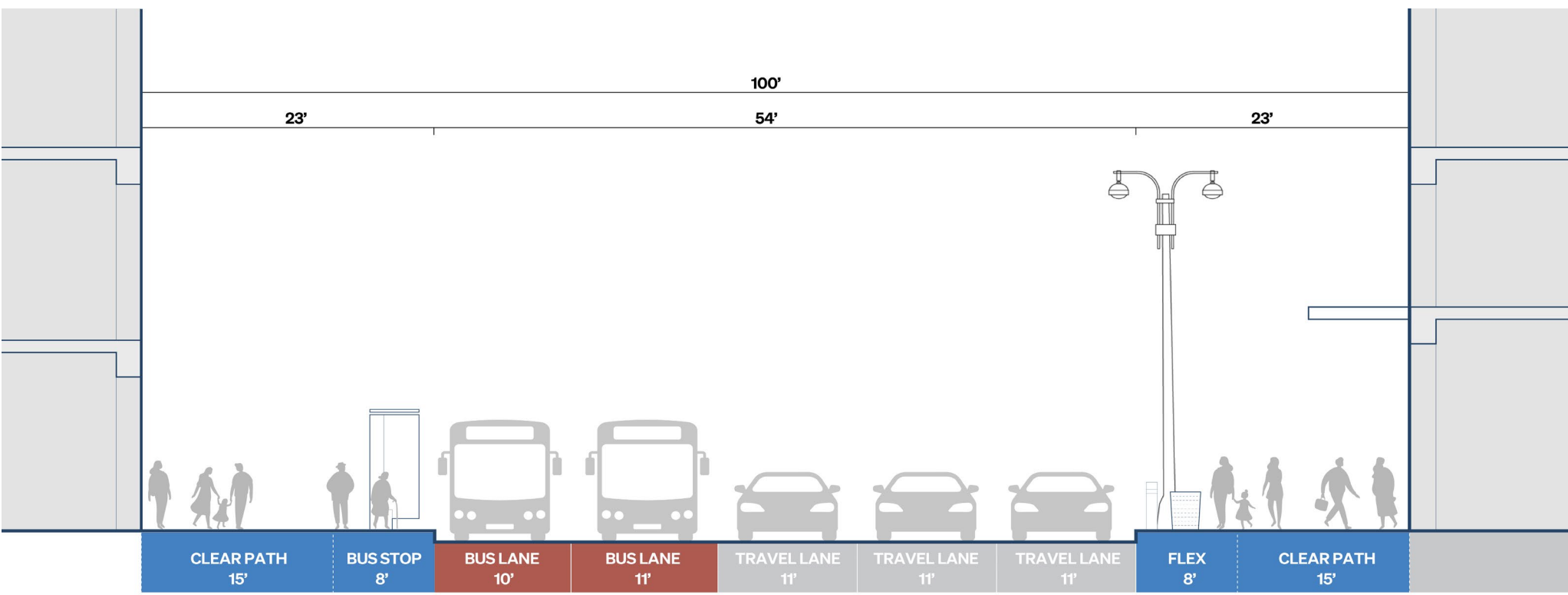
- Of the 3 travel lanes on Fifth Avenue today, **only 2 are being used consistently for moving vehicles**
- 20% of cars on Fifth Avenue are only passing through (through traffic)



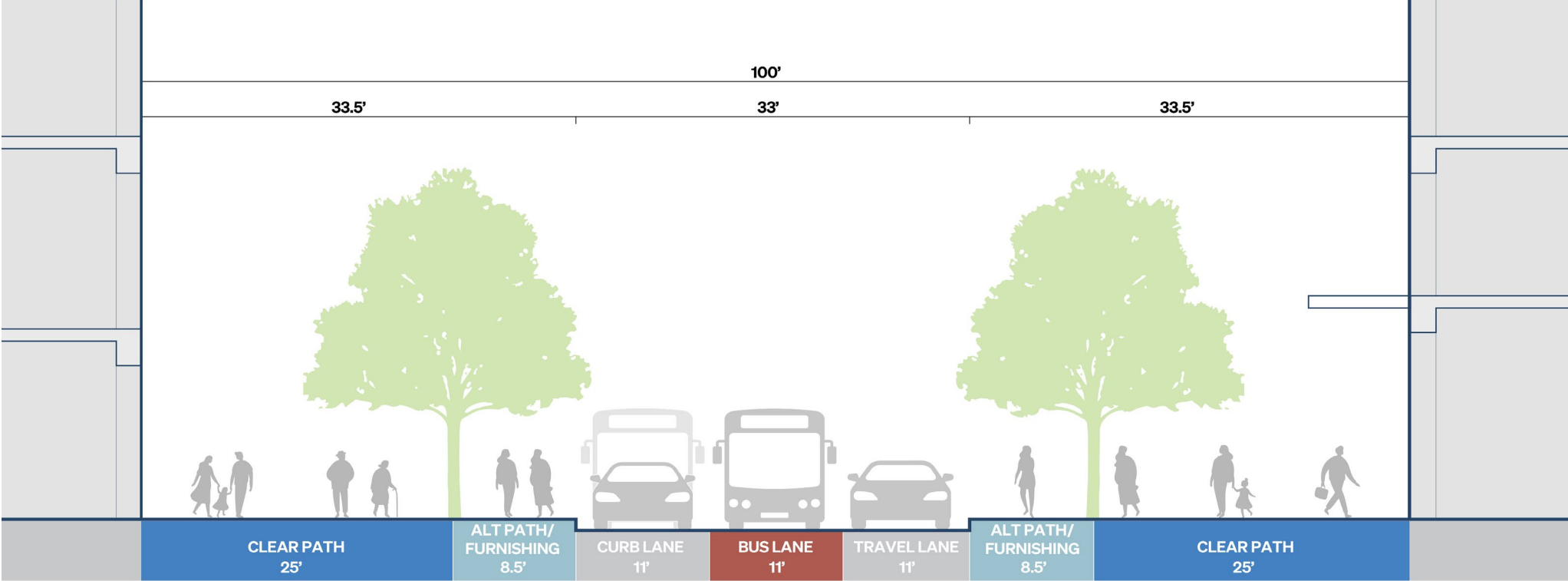
Data Source: Scheduled daily (weekday) trips per May 2023 GTFS; represents any trip crossing an avenue between 45th and 50th streets.



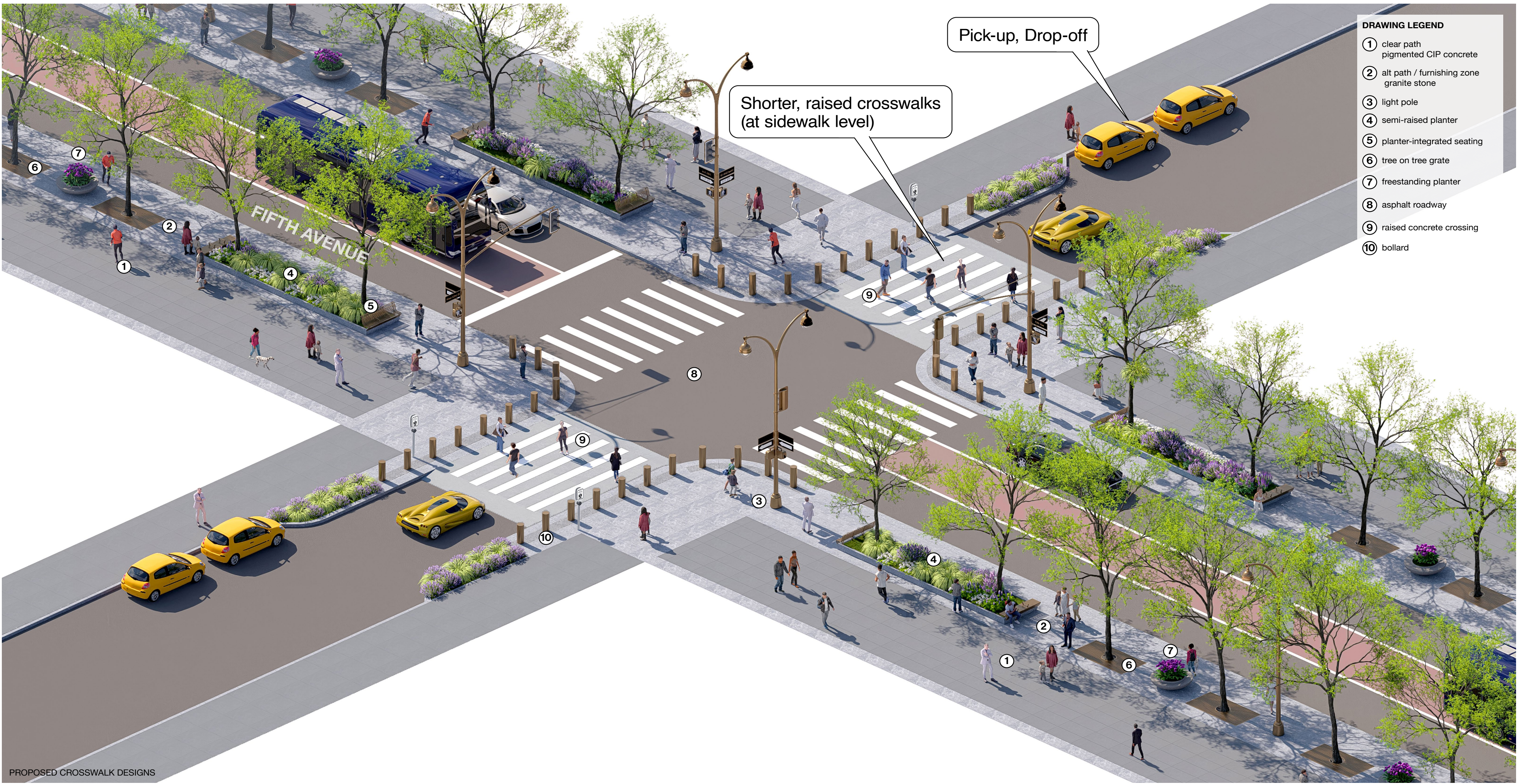
CURRENT STREET USES ON A WEEKDAY BETWEEN 5-6PM



CURRENT STREET SECTION

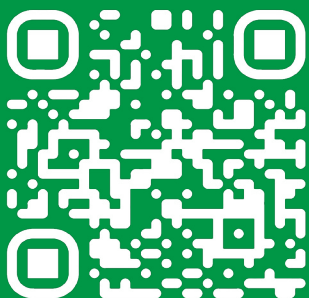


PROPOSED STREET SECTION



PROPOSED CROSSWALK DESIGNS

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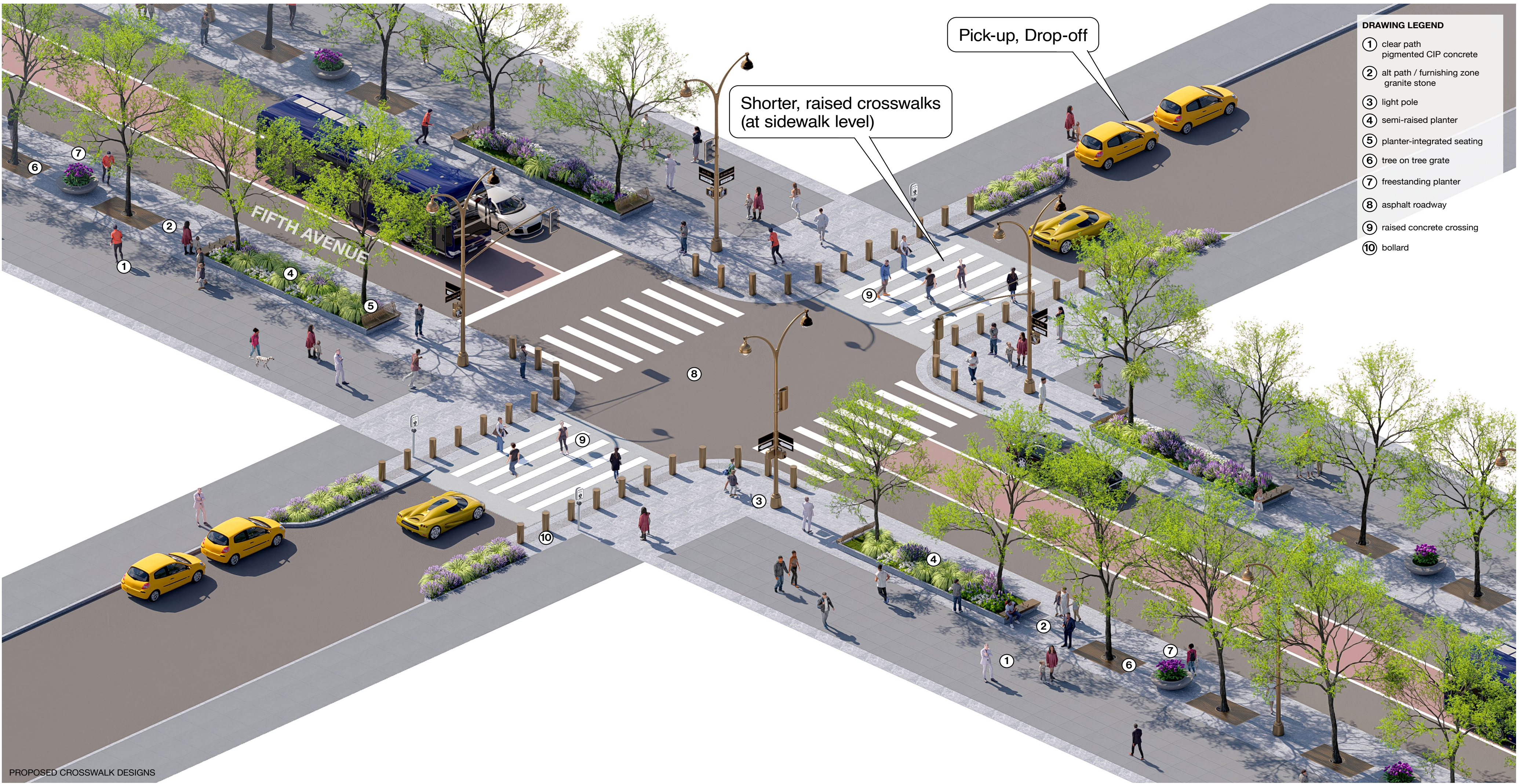
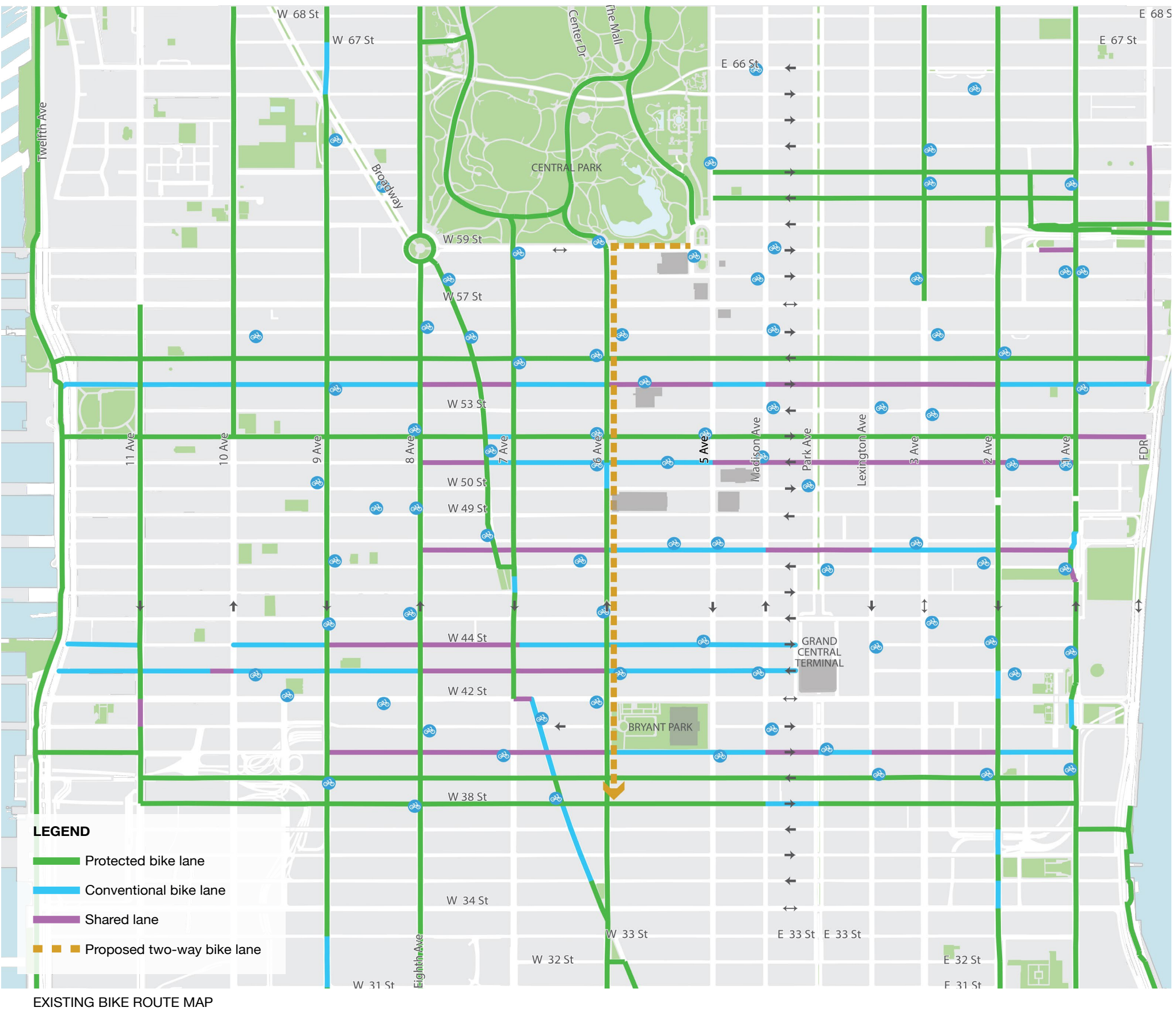
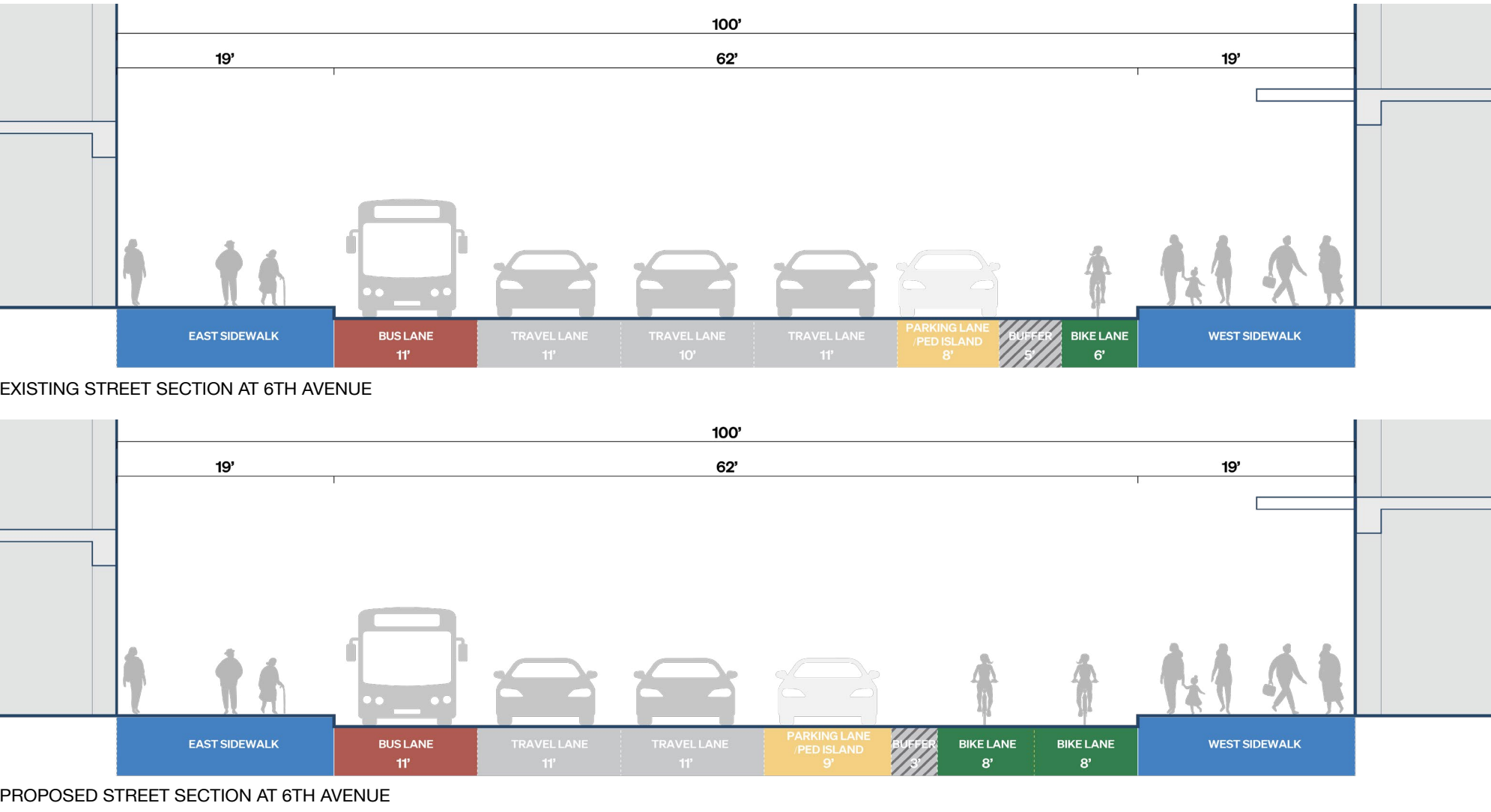


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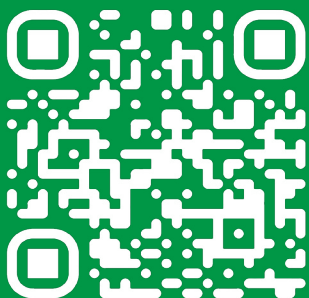


# BIKE ROUTE PLANNING

- NYCDOT is studying converting the existing northbound bike lane on 6th Avenue into a two-way bike lane, as well as building a connection on 59th St to Grand Army Plaza and Fifth Avenue
  - New connection would allow southbound cyclists to access midtown from Central Park
- Connections to crosstown lanes on 62nd and 61st Street and the Queensboro Bridge are also being explored
  - Local trips on Fifth Avenue would still be allowed from the general travel lane



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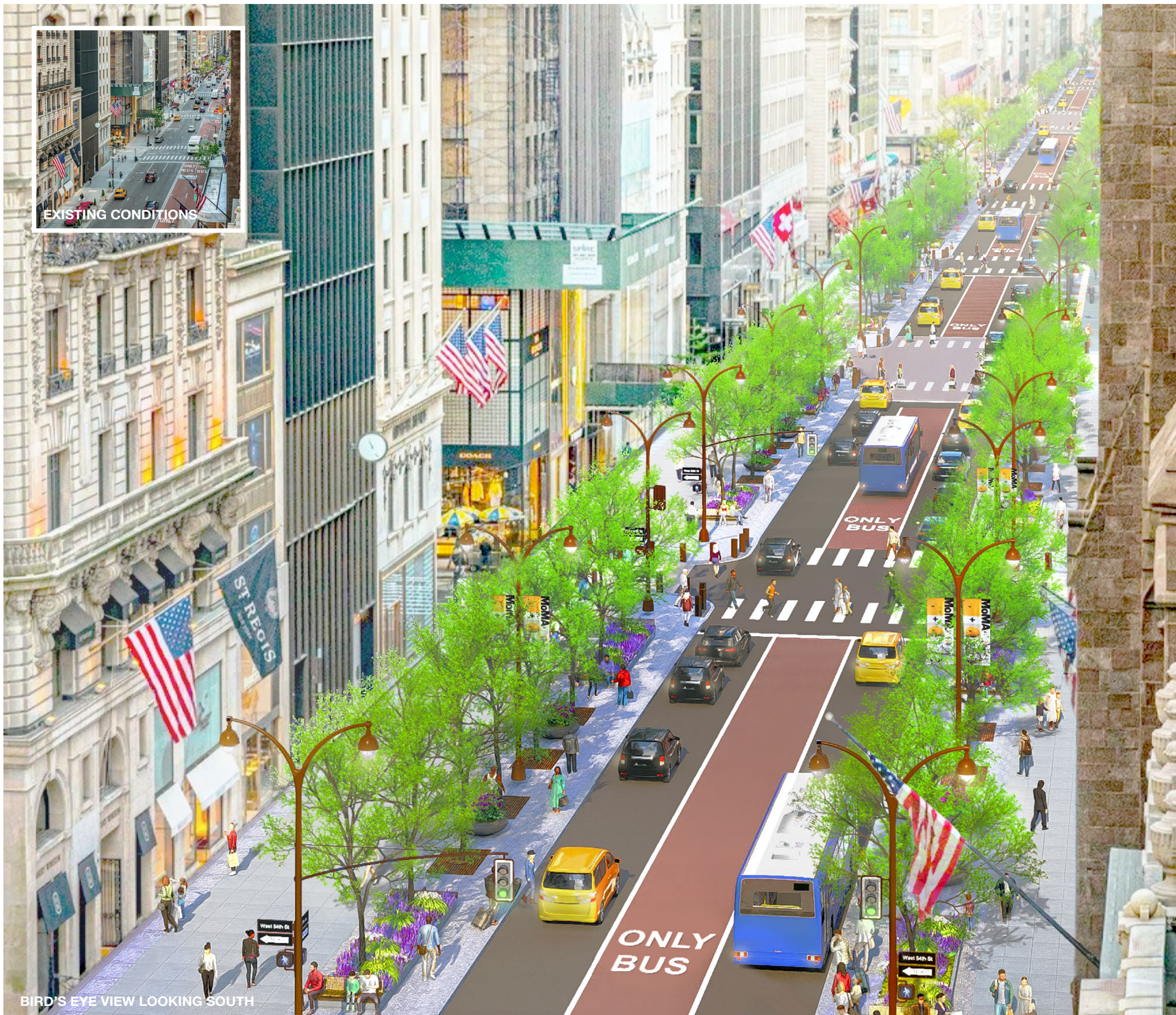


# CORRIDOR-WIDE DESIGN VISION

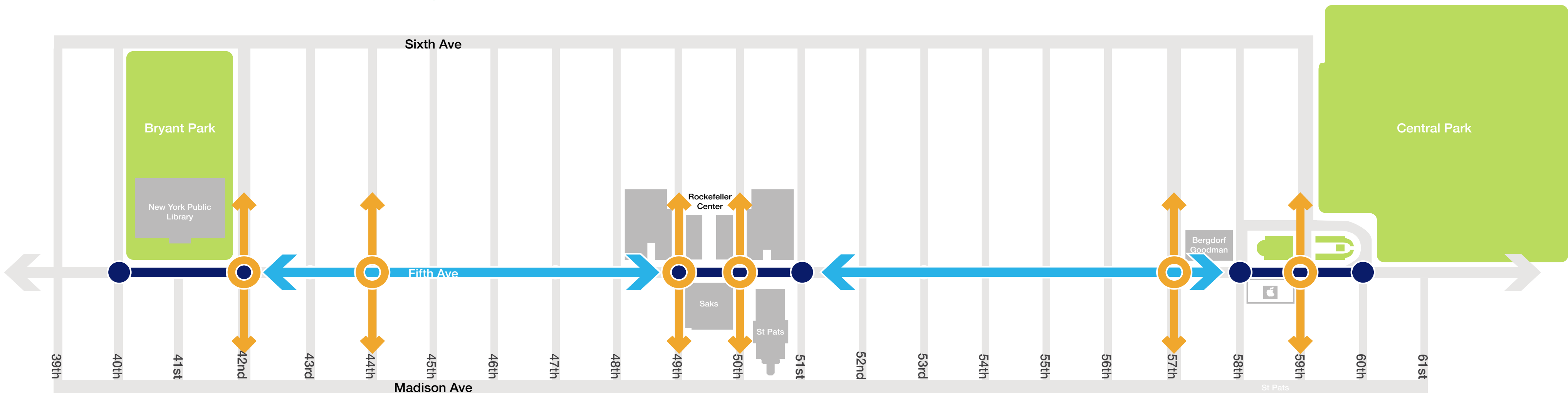
# FUTURE OF FIFTH

The Future of Fifth will transform Fifth Avenue with a design that prioritizes pedestrians including:

- 46% increase in sidewalks
- 231 new trees
- 20,000 sf of new planters
- 33% reduction in North-South crosswalk length: reduced by 11-feet, from 33-feet to 22-feet
- 38% reduction in East-West crosswalk length: reduced by 21-feet, from 54-feet to 33-feet



## 20-block vision plan for the Future of Fifth, connecting park to park



**Connectors** — Improvements will include street trees, planting and seating that promote socialization and create a sense of place

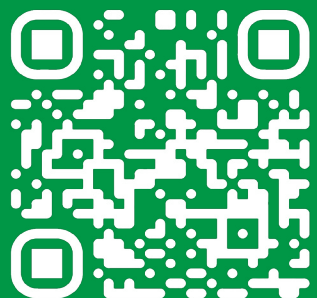


**Piazas** — The public realm upgrades will include unique layouts that celebrate these iconic destinations



**Gateways** — People-first intersections will prioritize pedestrians by reducing crossing lengths

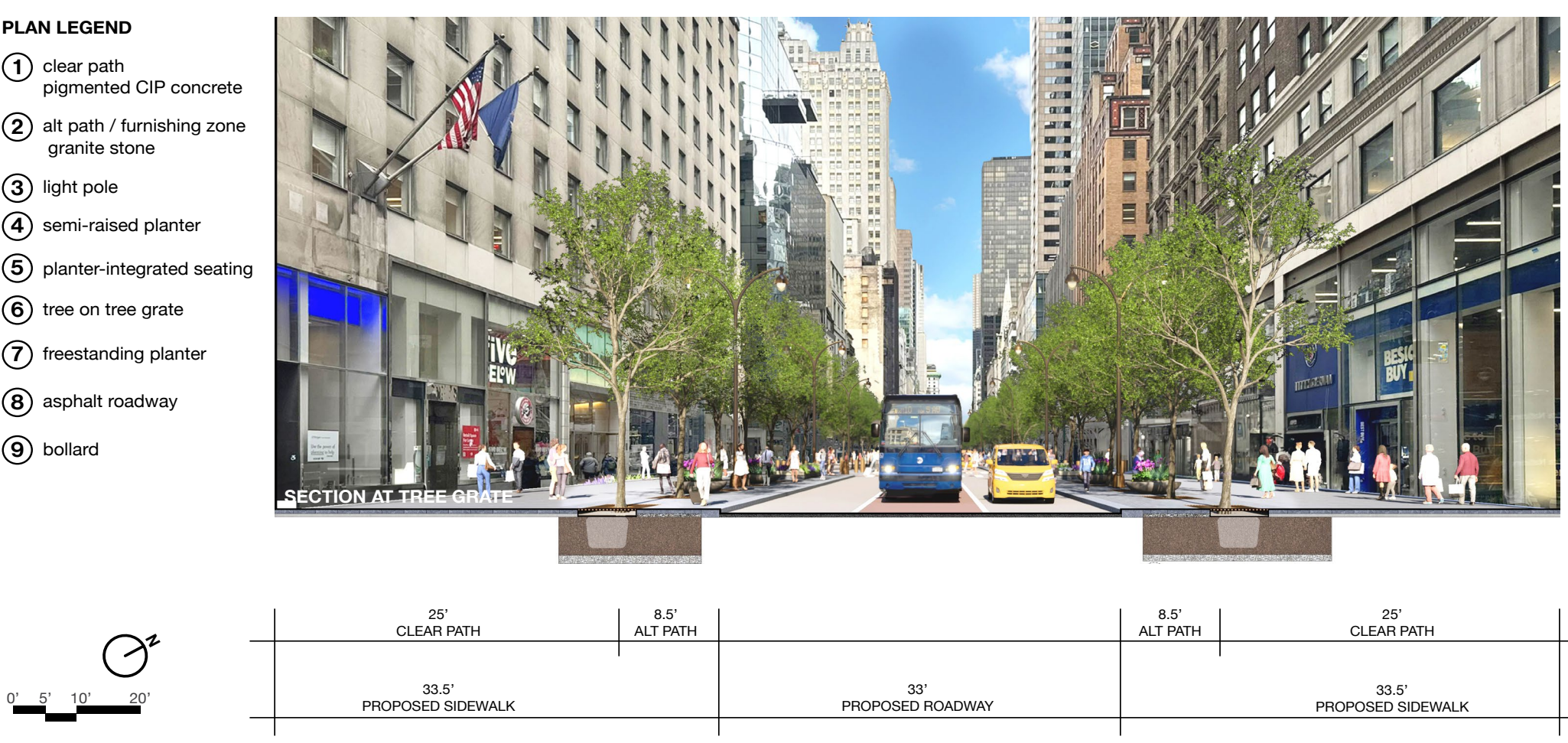
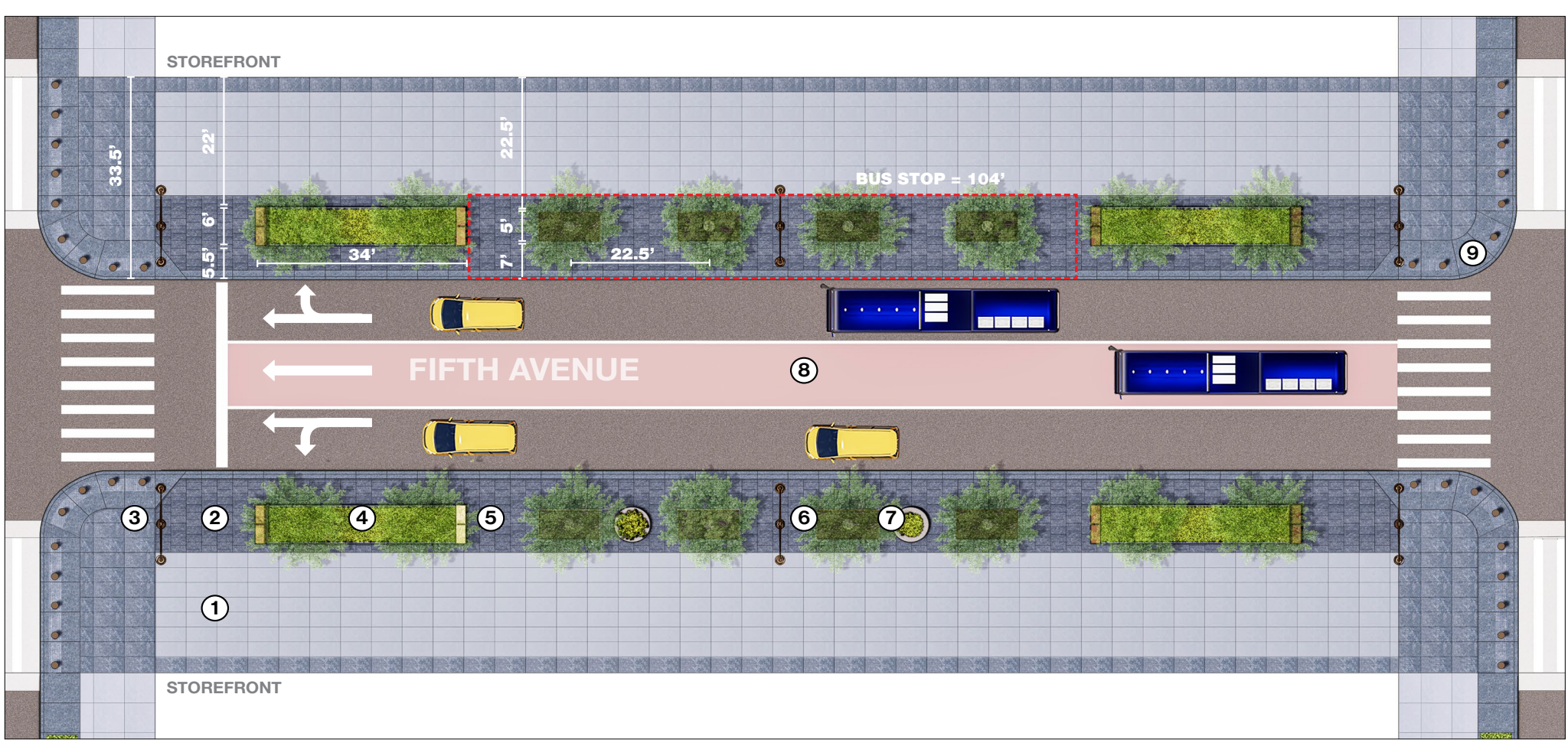
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# TYPICAL BLOCK DESIGNS



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# CENTRAL PIAZZA DESIGNS



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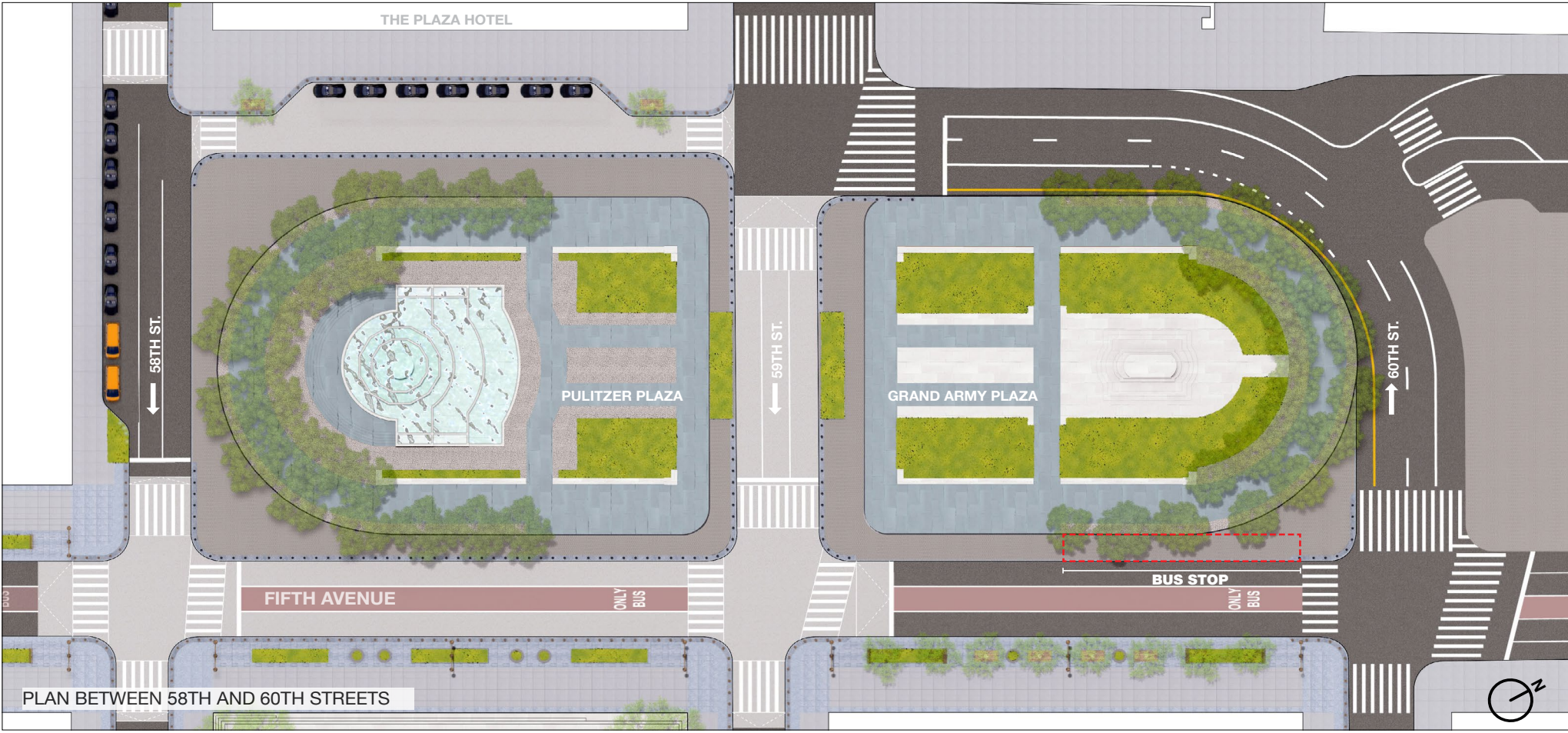
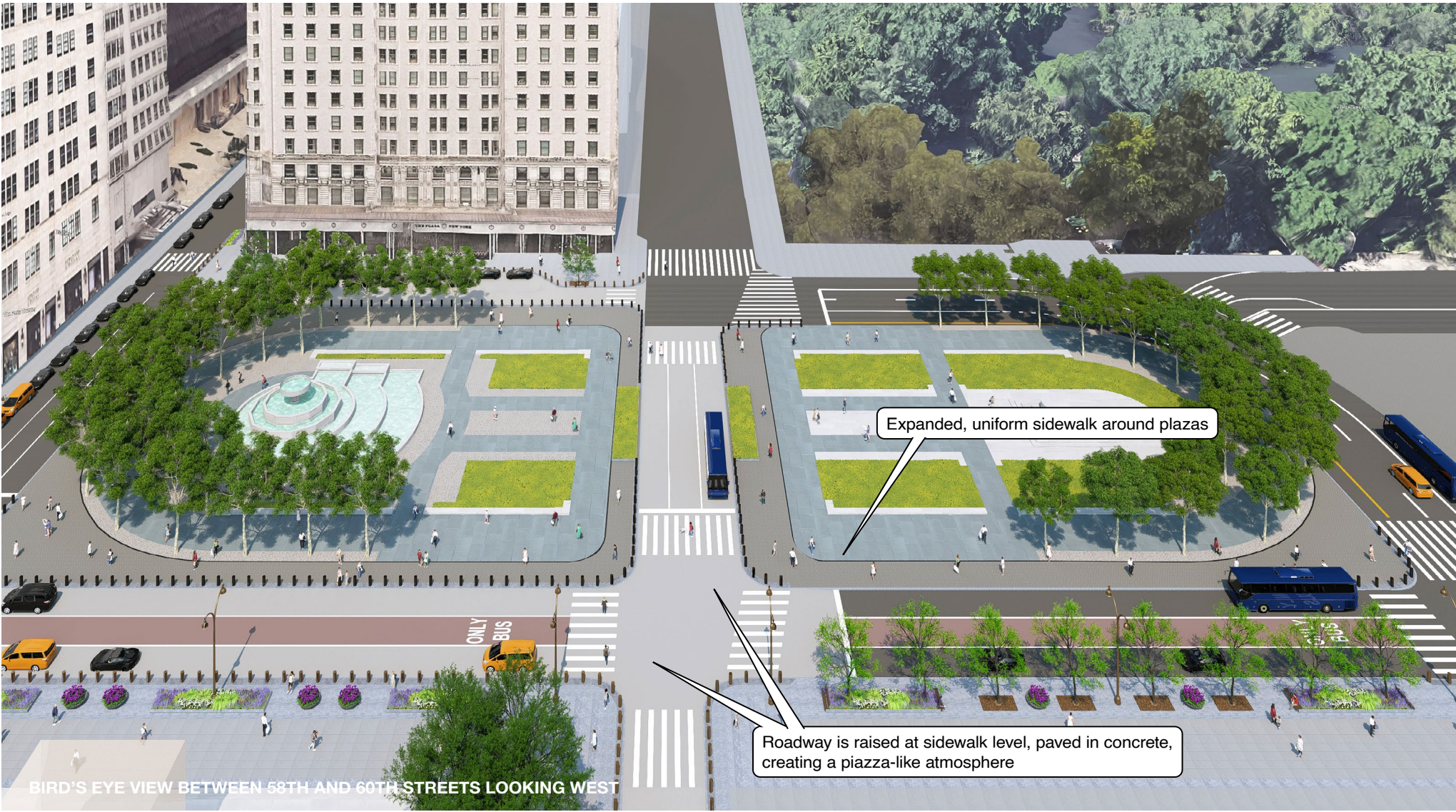
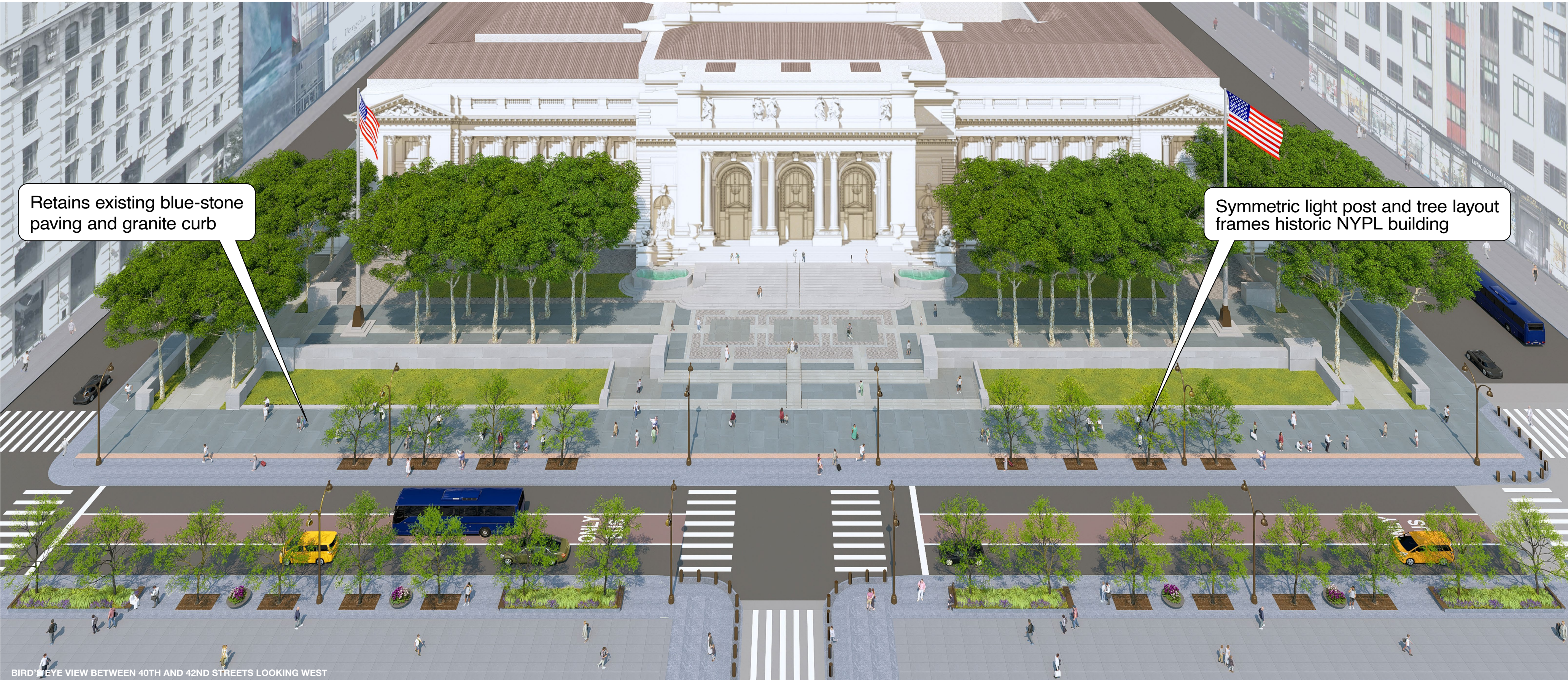


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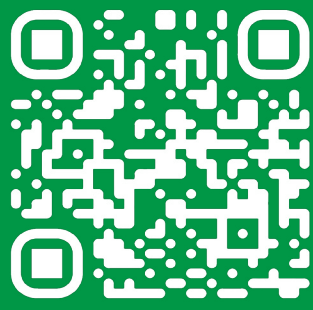


# NORTH AND SOUTH PIAZZA DESIGNS

# FUTURE OF **FIFTH**



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