

# FUTURE OF FIFTH

**Concept Design Presentation**

10.29.2024

[www.futureoffifth.com](http://www.futureoffifth.com)

# Agenda

1. Introduction
2. Corridor-Wide Design Vision
3. Proposed Streetscape Design
4. Open House Stations

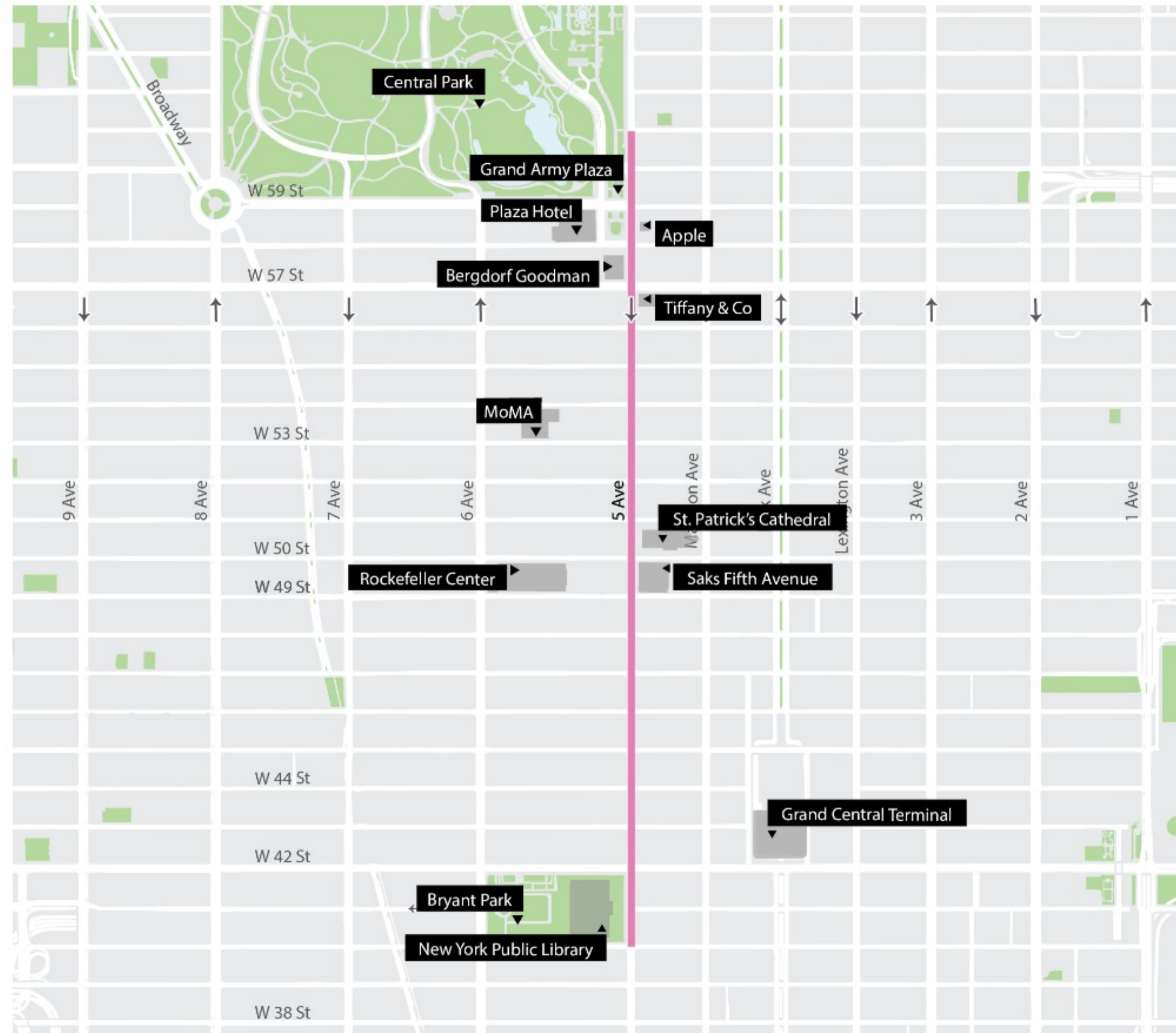
# Vision, Purpose & Goals

- 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 and pedestrian mobility**
- 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.



# Vision, Purpose & Goals

The Future of Fifth study area includes Fifth Avenue, between Bryant Park (40th St.) and Central Park (60th St.)

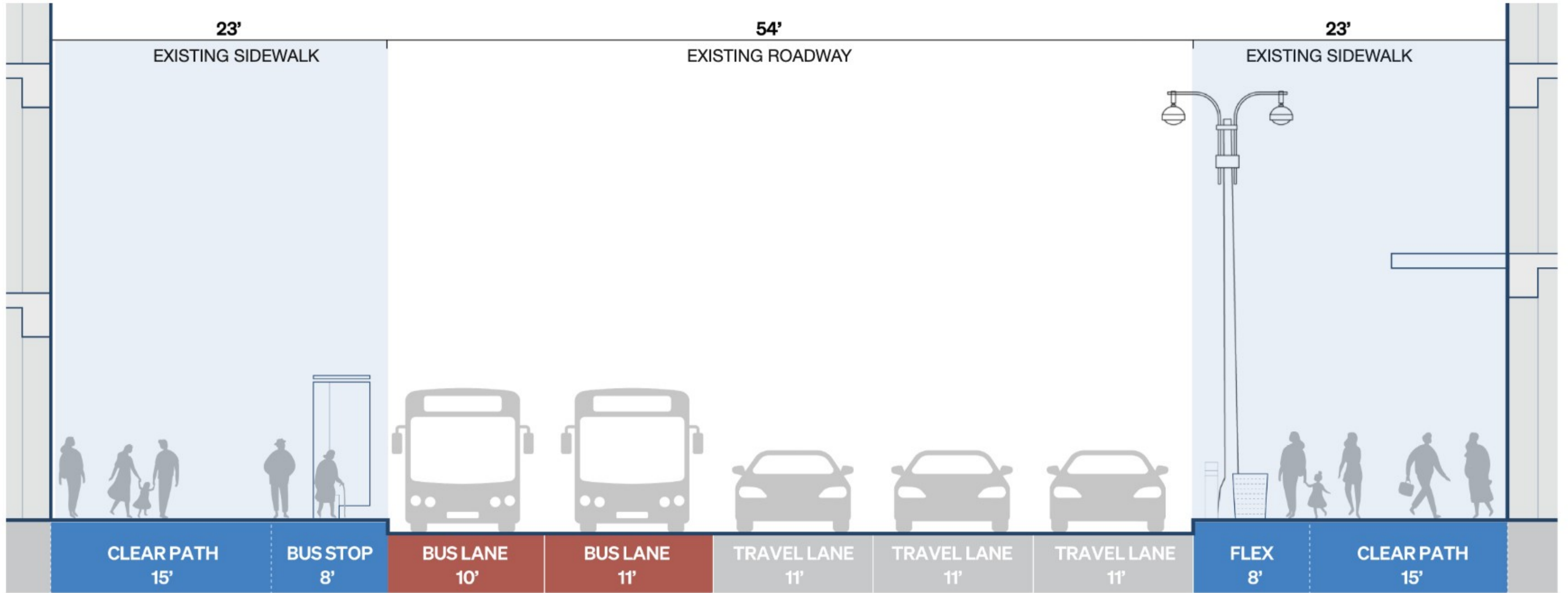


## Legend

- Primary Study Area
- Iconic Destination

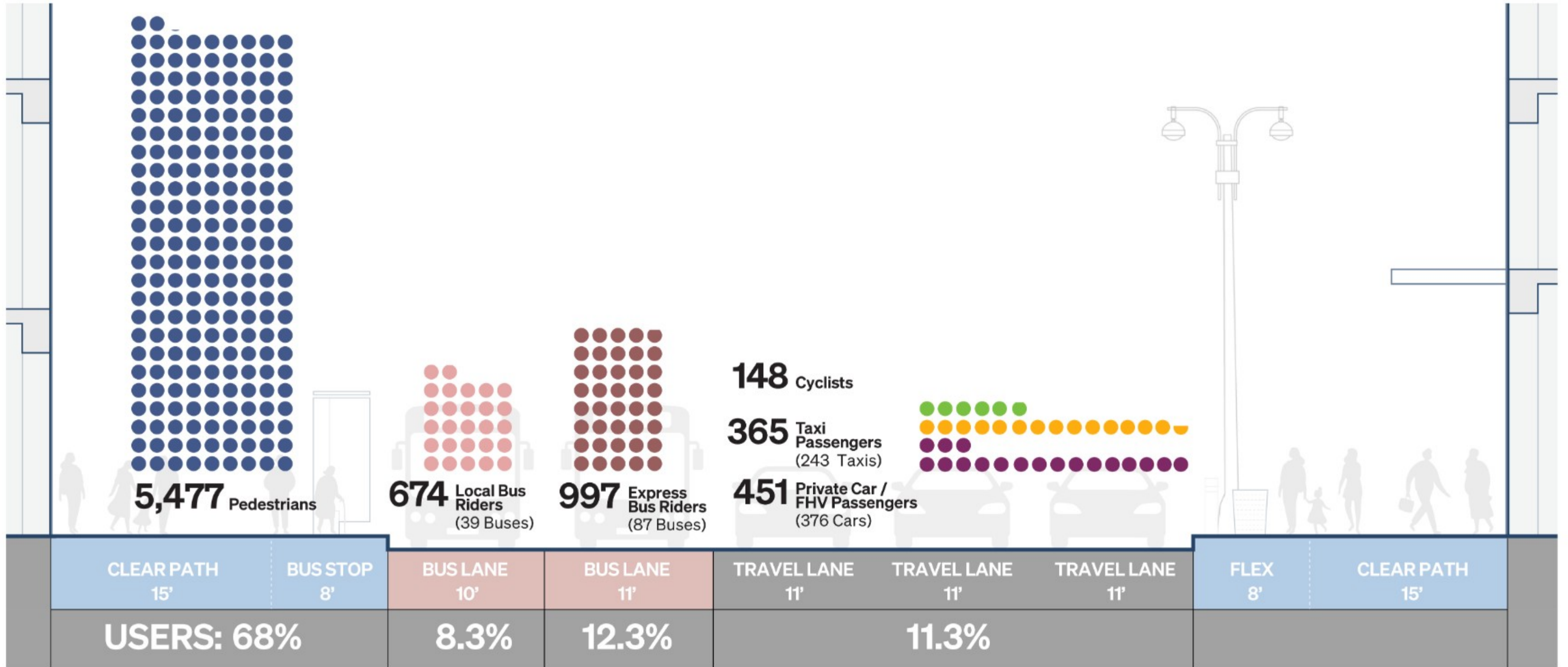
# Existing Roadway Section

23-foot wide sidewalks



# Mode Share & Space Allocation

Today: sidewalks make up 46% of the street, but only 30% is actually walkable. Meanwhile, nearly 70% of people using the area are pedestrians.



**Source Notes:**

Sidewalk count on 5th Ave between 56th and 57th Street, collected Tuesday, 10/24/2023.

Southbound thru TMC counts on 5th Ave at 57th Street, collected on Wednesday, 10/25/2023.

Bus Passenger Occupancy was calculated using the Peak Load for each route on Fifth Avenue between 5-6PM, then aggregated by route type (Express/Local).

**Occupancy Notes:**

Private Car / FHV = 1.2 ppl / vehicle

Taxi = 1.5 ppl / vehicle

● = 25 ppl

# Project Goals

## Prioritizing pedestrians

The vision for the project is to **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 Fifth Avenue

Enhancing Fifth Avenue with wider, more inviting sidewalks and crosswalks **will encourage people to linger on longer**

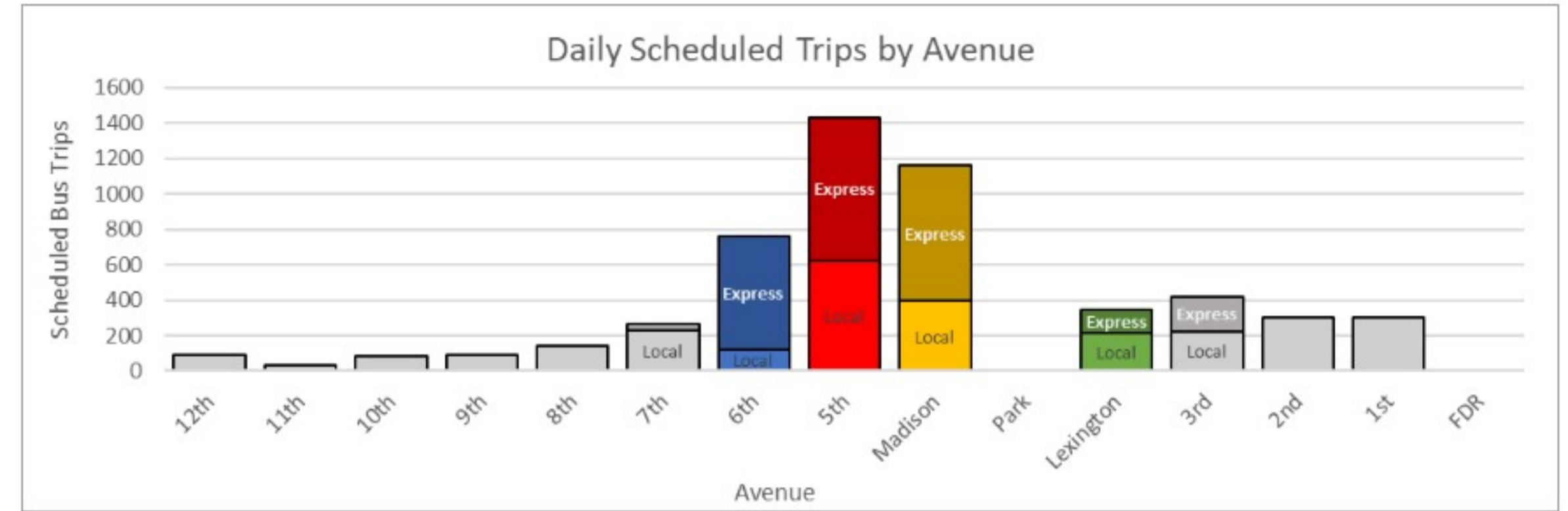
# Managing Traffic & Transit

## 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)



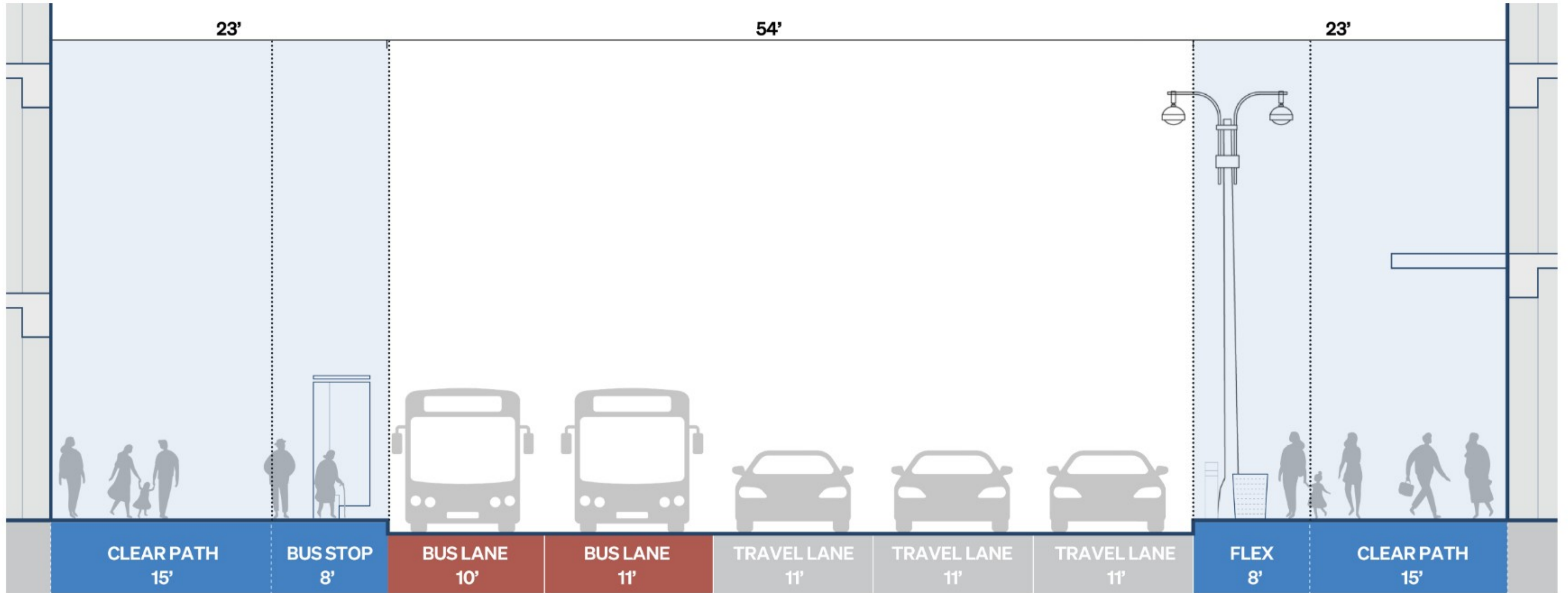
**Data Source:** Scheduled daily (weekday) trips per May 2023 GTFS; represents any trip crossing an avenue between 45<sup>th</sup> and 50<sup>th</sup> streets





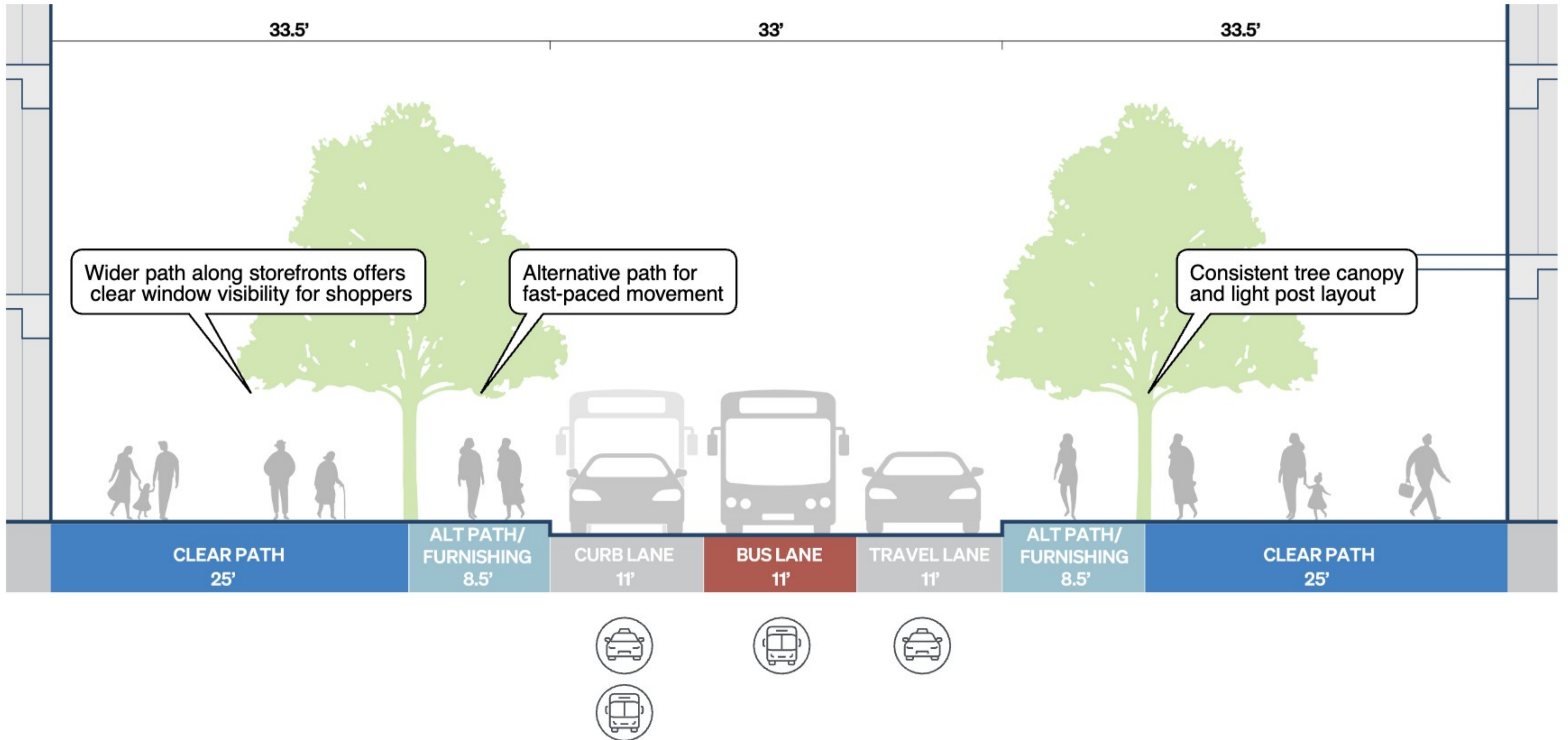
# Existing Roadway Layout

Narrow sidewalks and a very wide, traffic-congested roadway



# Proposed Roadway Layout

Sidewalks are enlarged by 10.5 feet each, totaling a 46% increase in pedestrian space



# Retail Street Precedents

Ave. de Champs Elysees, Paris



# Retail Street Precedents

Calle Serrano, Madrid

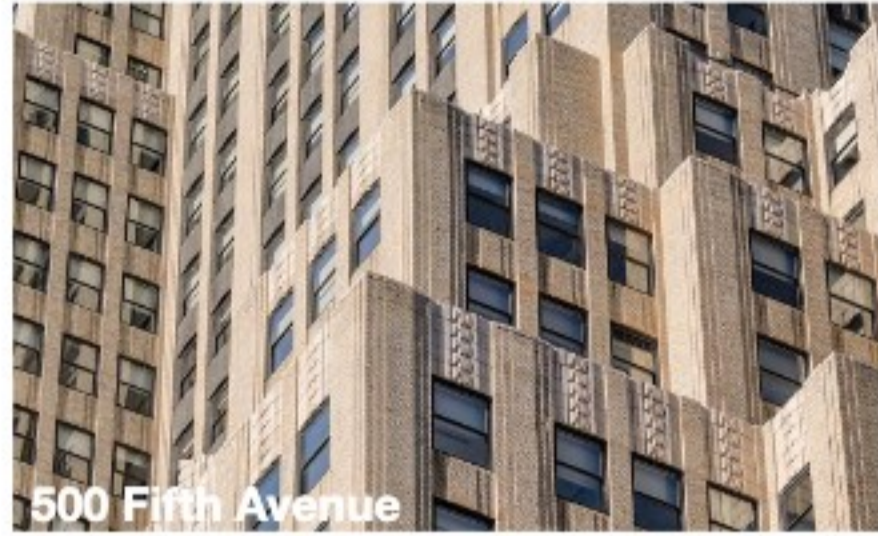


# Fifth Avenue Landmarks

Recognized by its historic buildings and spaces



New York Public Library



500 Fifth Avenue



Manufacturer's Trust Company



Fred F. French Building



Charles Scribner's Sons



Goelet (Swiss Center) Building



Saks Fifth Avenue



St. Patrick's Cathedral



Rockefeller Center



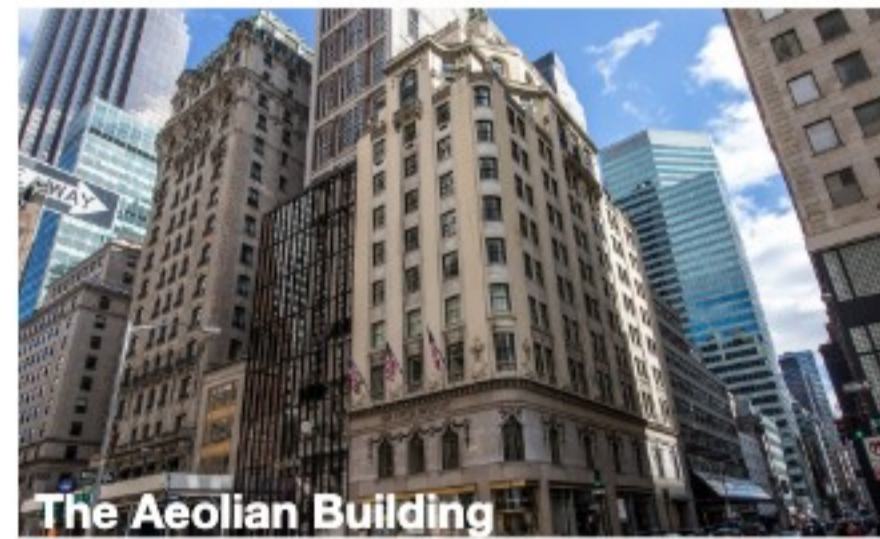
647 & 653 Fifth Avenue



St. Thomas Church



University Club of New York



The Aeolian Building



St Regis Hotel



The Peninsula Hotel



The Coty & 712 Fifth Avenue



The Crown Building



Bergdorf Goodman



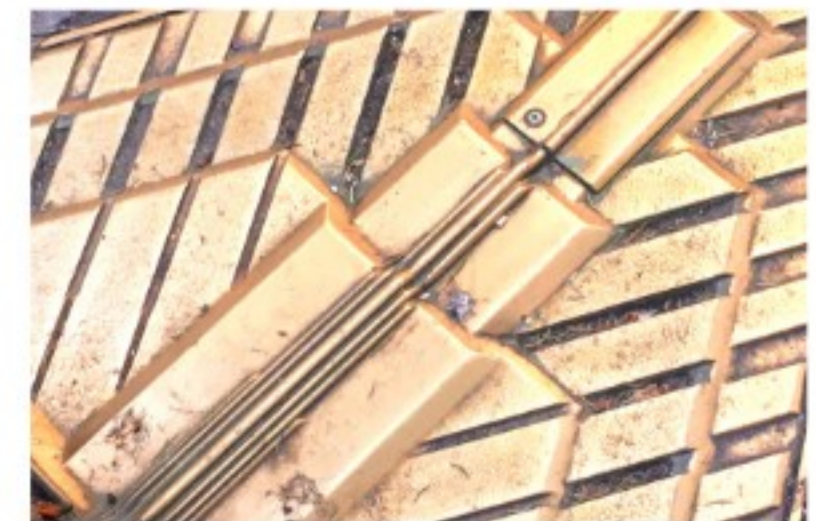
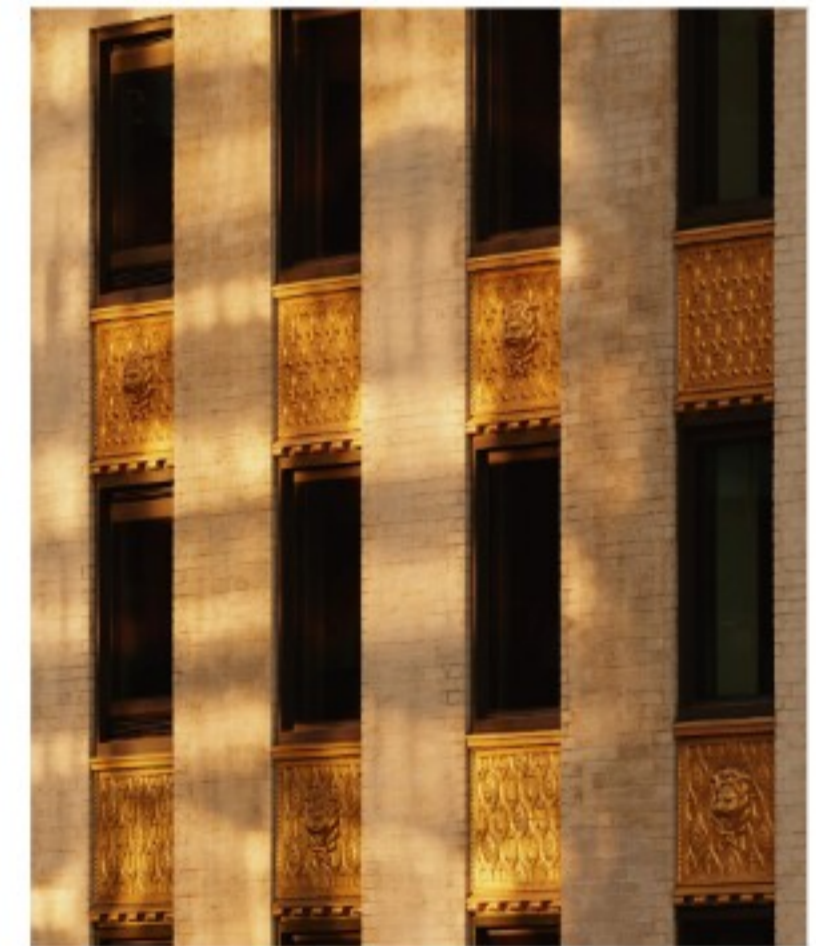
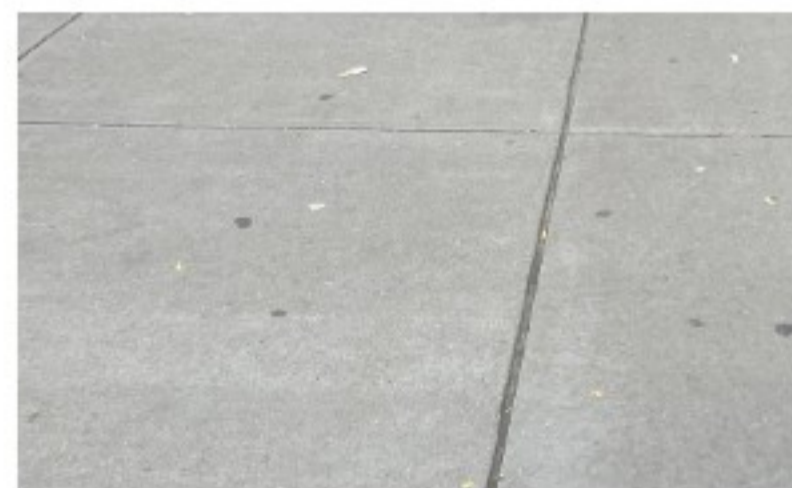
Grand Army Plaza



The Metropolitan Club

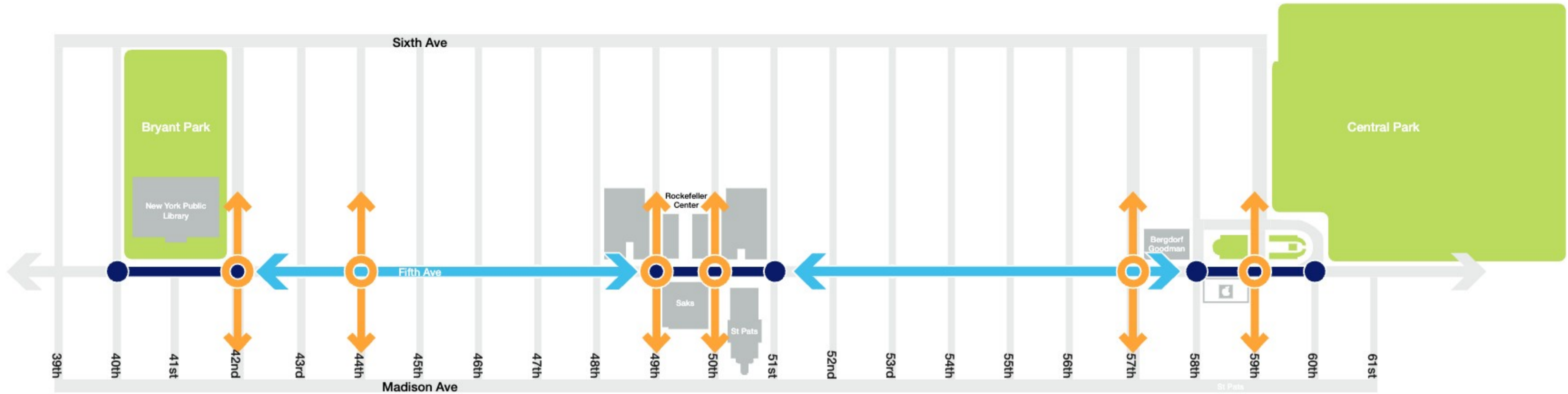
# Material Inspiration for the Future of Fifth

Blue-grey / bronze-gold materiality with Art Deco Influences



# Future of Fifth

## Twenty-block vision plan



### Connectors

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



### Piazas

The public realm will include unique layouts that celebrate these iconic destinations



### Gateways

People-first intersections will prioritize pedestrians by reducing crossing lengths

# Connector Blocks

Everyday life along Fifth Avenue





# Connector Blocks

Everyday life along Fifth Avenue



# Connector Blocks

Opportunities for greening and seating



Toyosu Garden, Tokyo



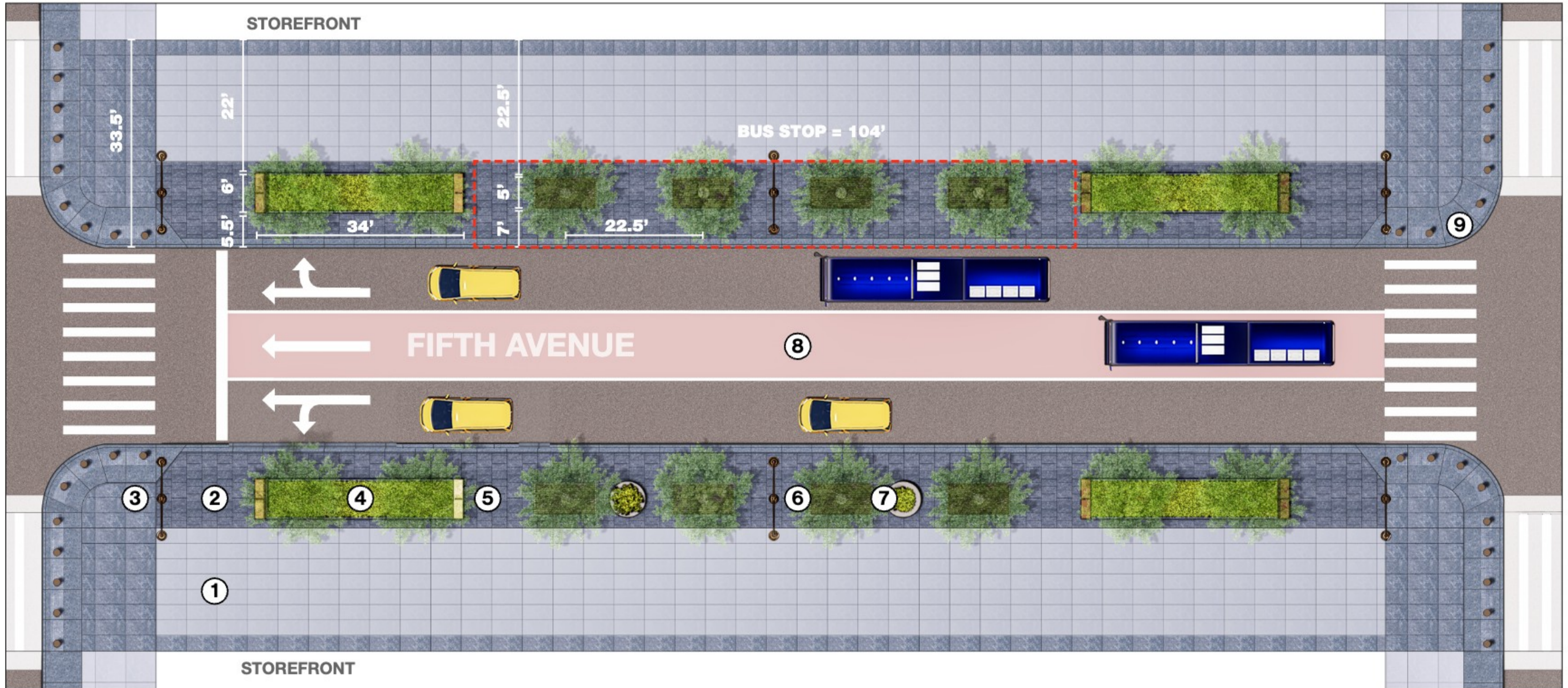
Vanderbilt Plaza, NYC



The Magnificent Mile, Michigan Avenue, Chicago

# Connector Blocks

## Typical block layout

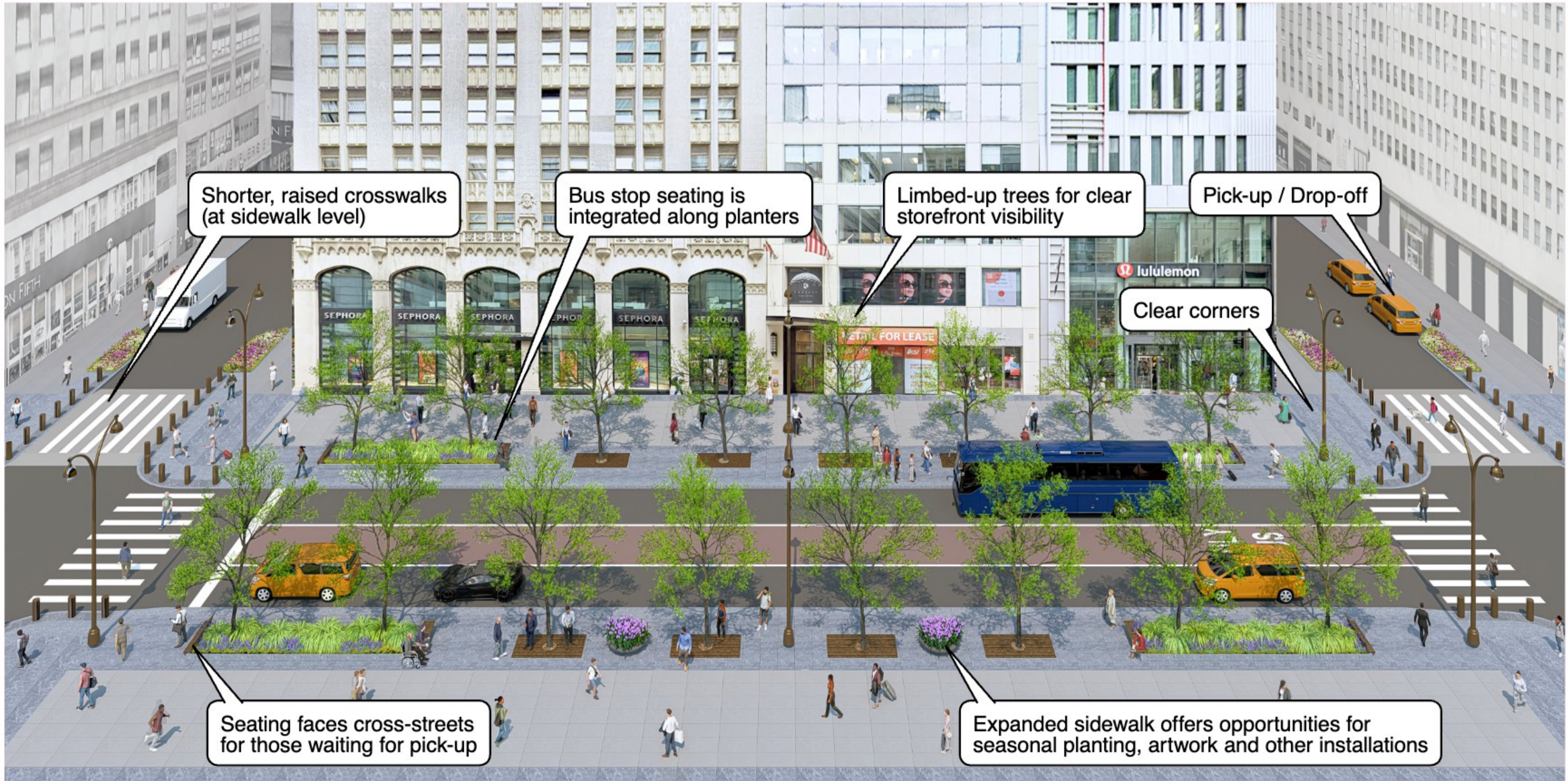


- |  |                              |                        |
|--|------------------------------|------------------------|
| ① clear path - pigmented CIP concrete        | ④ semi-raised planter        | ⑦ freestanding planter |
| ② alt path / furnishing zone - granite stone | ⑤ planter-integrated seating | ⑧ asphalt roadway      |
| ③ light pole                                 | ⑥ tree on tree grate         | ⑨ bollard              |



# Connector Blocks

## Typical block layout



# Connector Blocks

Existing conditions at 42nd St. facing north



# Connector Blocks

Proposed streetscape design at 42nd St. facing north



# Connector Blocks

Existing conditions at 43rd St. facing south



# Connector Blocks

Proposed streetscape design at 43rd St. facing south





# Crosstown Gateways

## People-first intersections



Street	39th	40th	41st	42nd	43rd	44th	45th	46th	47th	48th	49th	50th	51st	52nd	53rd	54th	55th	56th	57th	58th	59th	60th	61st
Total Crosstown Pedestrian Crossings during Peak Hours	3,793	1,731	7,586	3,018	2,640	2,740	2,926	3,935	4,313	2,908	2,747	2,323	2,100	2,031	1,583	1,698	1,256	2,225	1,952	2,200	1,292		

**Notes:**  
Crosstown bus routes include 42nd, 44th, 49th, 50th, 57th, 59th and 60th Streets.

Project does not propose a tabled intersection at 60th Street since this is project limit line.

- Source Notes:**
- The volume graphics reflect the combined Weekday AM and Weekday PM peak hours of 8-9am and 5:30-6:30pm.
  - TMC Data/Crosswalk Data collected on Wednesday, 10/25/2023
  - The sidewalk (mid-block) data counts were collected on Tuesday, 10/24/23, except for the west side of Grand Army Pl. b/w Park Entrance & 59th St CPS, which was collected on Thursday, 11/02/23.

**Legend**

- Raised Crosswalks
- ⊕ Tabled Intersections

# Crosstown Gateways

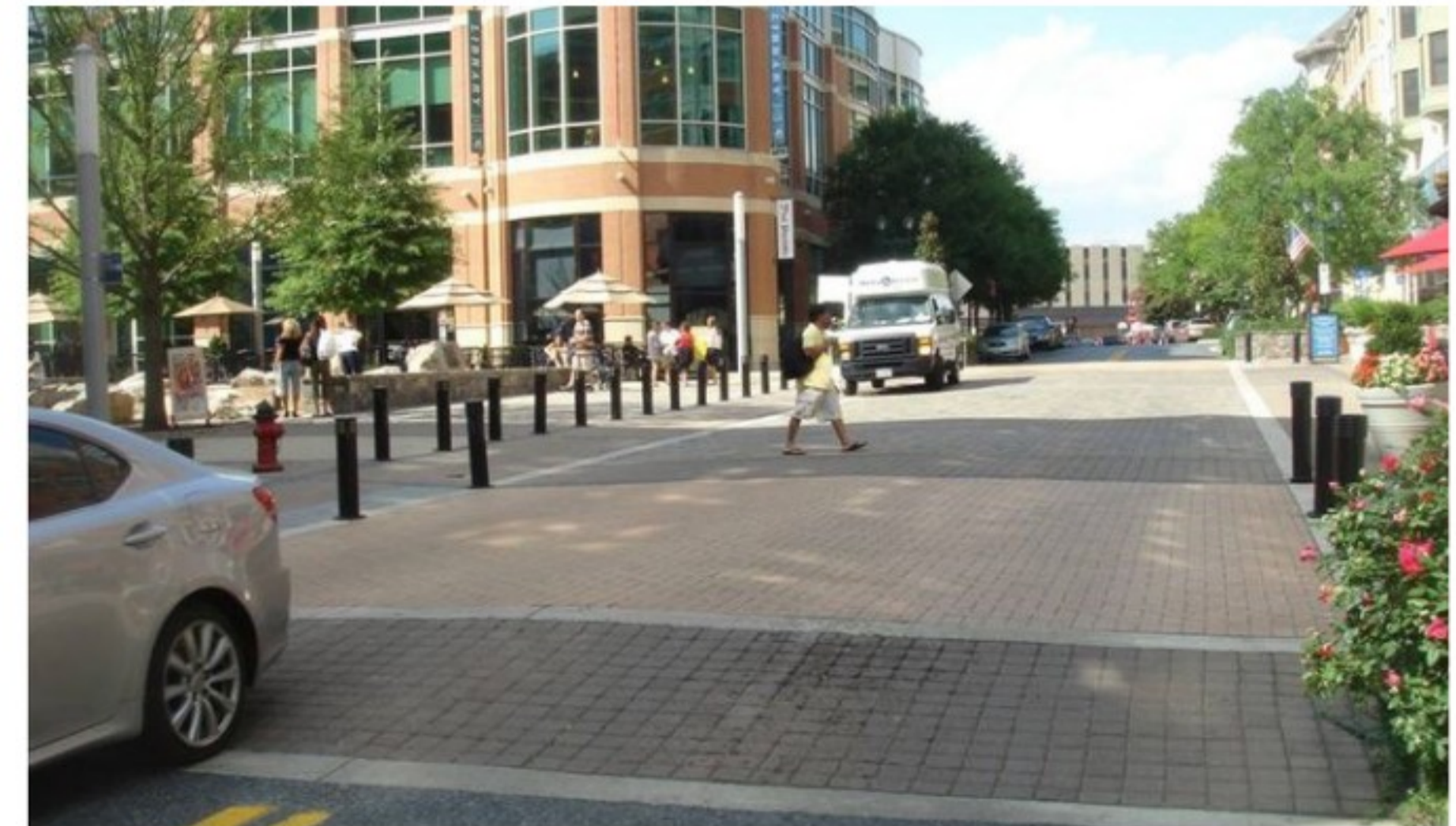
## People-first intersections



Oxford Street, London



Tillary Street, Brooklyn



Rockville Town Square, Maryland

# Raised Crosswalks

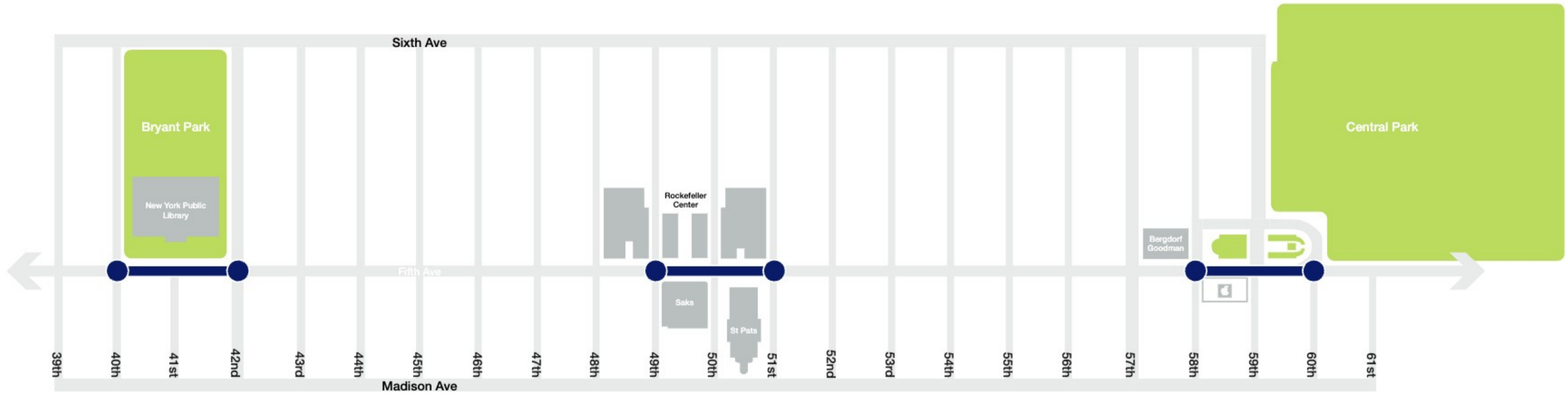
Proposed design reduces N/S crosswalks by 11-feet and E/W by 21-feet



- ① asphalt roadway
- ② roadway level crosswalk (asphalt)
- ③ raised concrete crosswalk
- ④ tactile warning strip and bollards
- ⑤ sidewalk level planter
- ⑥ light post
- ⑦ semi-raised planter

# Piazzas

Qualitatively different Midtown destinations



NYPL & Bryant Park



Rockefeller Center, Saks & St. Patrick's



Apple Plaza, Pulitzer Plaza & Grand Army Plaza



LEGEND  
● Piazza Blocks

# Piazzas

Qualitatively different Midtown destinations



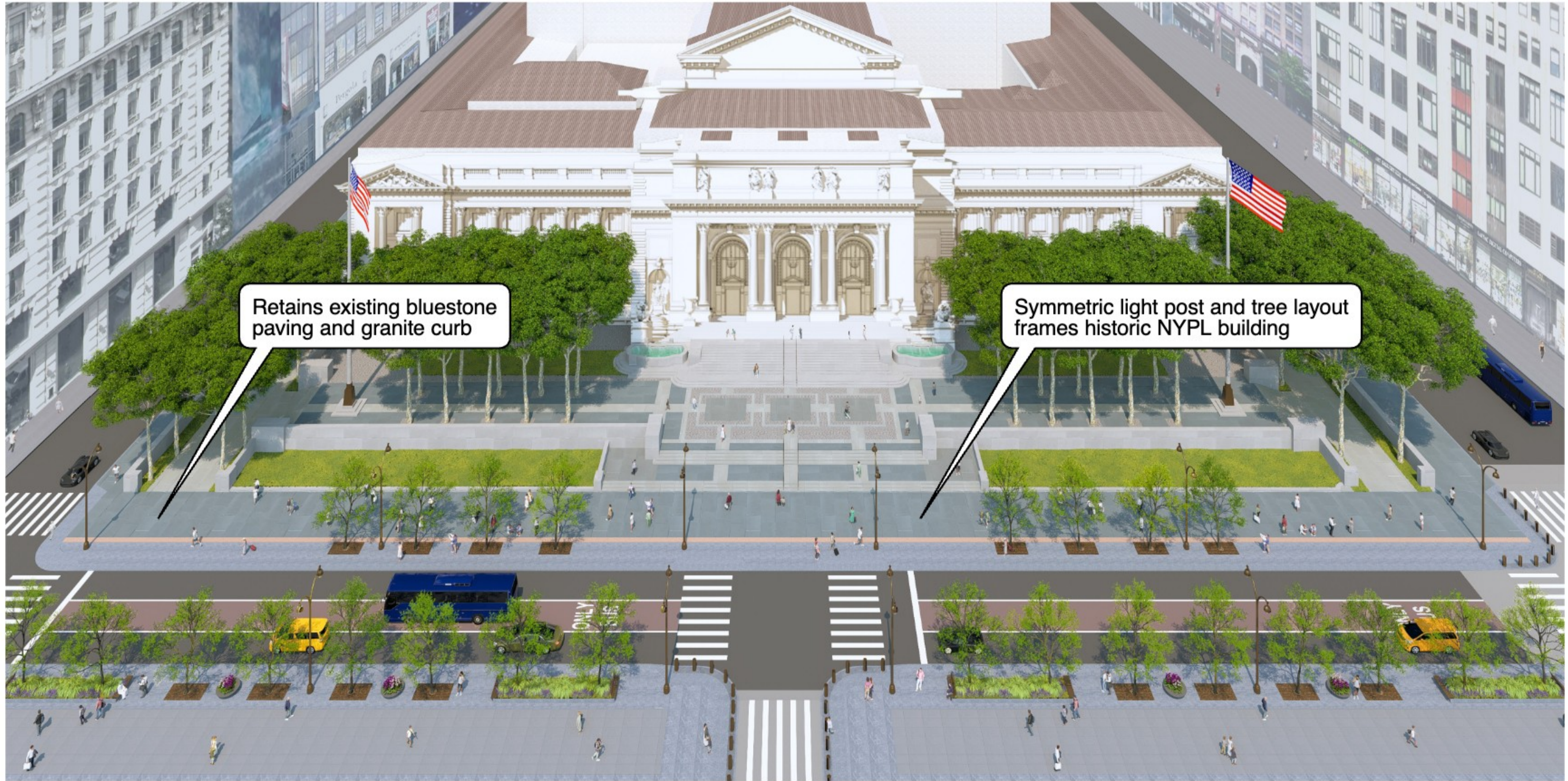
# Piazzas

Host of events, gatherings, and attractions



# NYPL Piazza

Bird's-eye view facing west between 40th and 42nd Streets



# NYPL Piazza

## Existing conditions





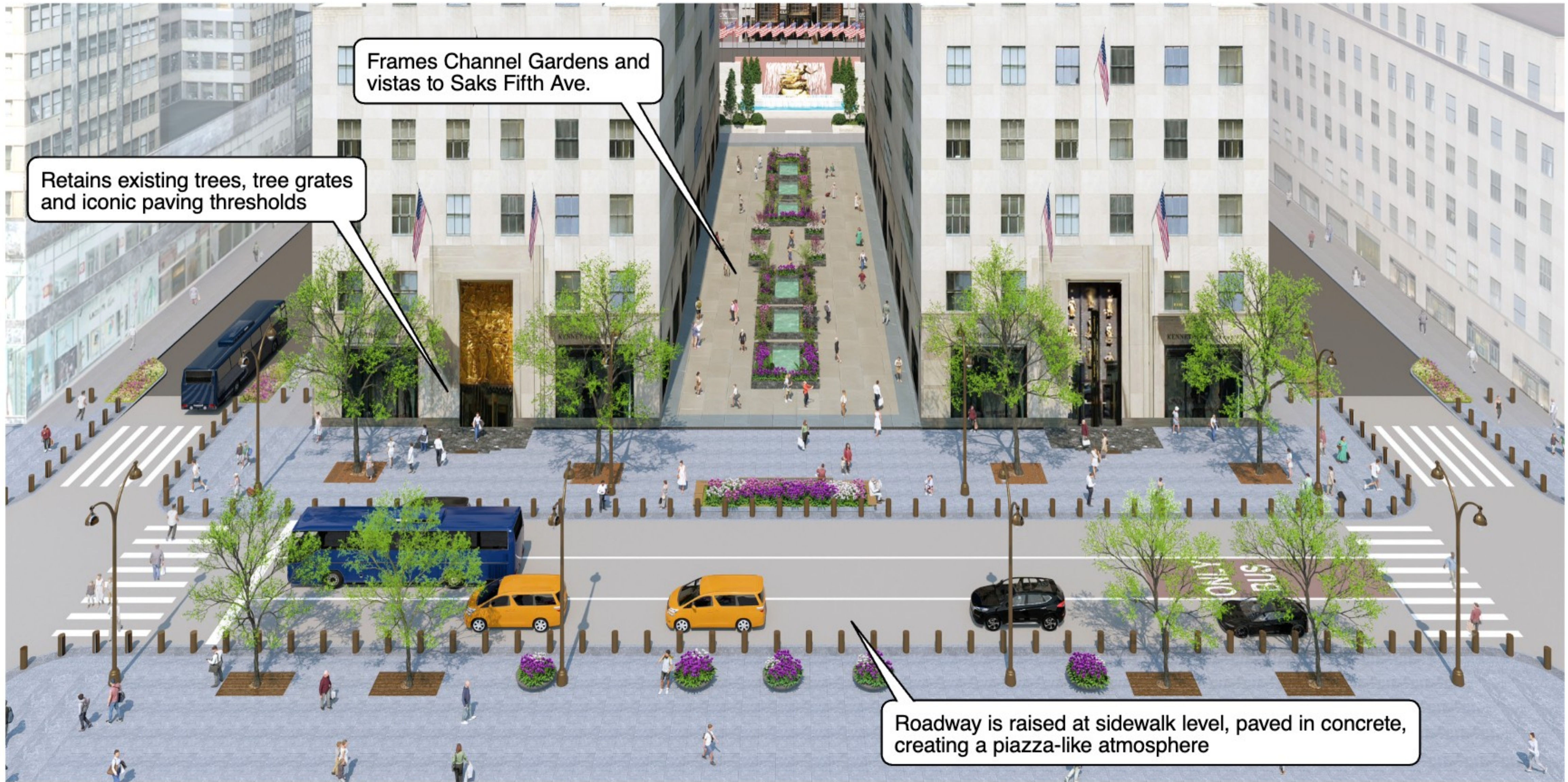
# NYPL Piazza

Proposed streetscape design retains existing large-scale paving while expanding sidewalk



# Central Piazza

Bird's-eye view facing west between 49th and 50th Streets



# Central Piazza

Existing conditions on sidewalk along Rockefeller Center



# Central Piazza

Proposed streetscape improvements on sidewalk along Rockefeller Center



# Central Piazza

Bird's-eye view facing east between 50th and 51st Streets



# Central Piazza

Existing conditions on sidewalk along St. Patrick's Cathedral



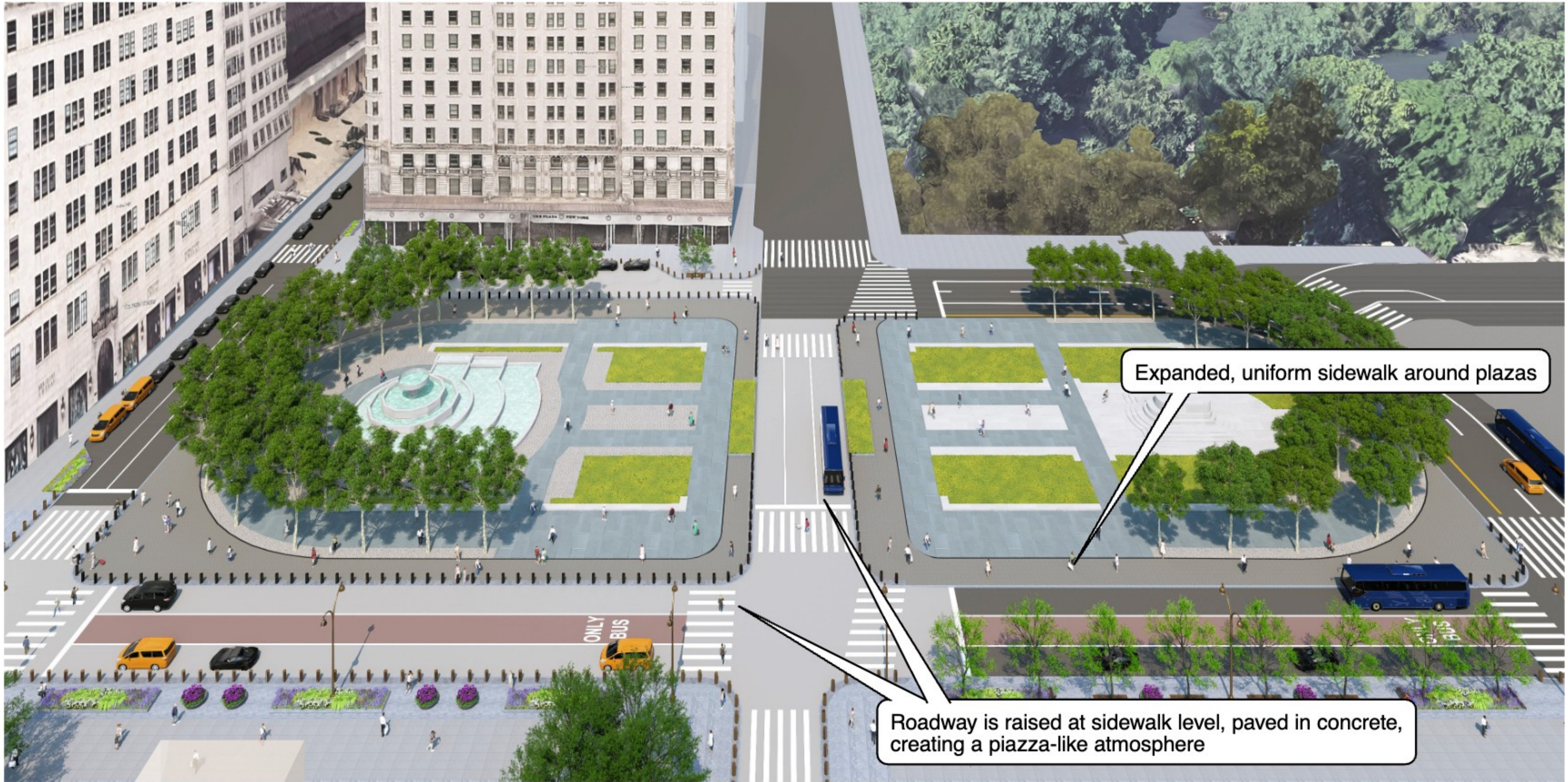
# Central Piazza

Proposed streetscape improvements on sidewalk along St. Patrick's Cathedral



# Northern Piazza

Bird's eye view facing west between 58th and 60th streets

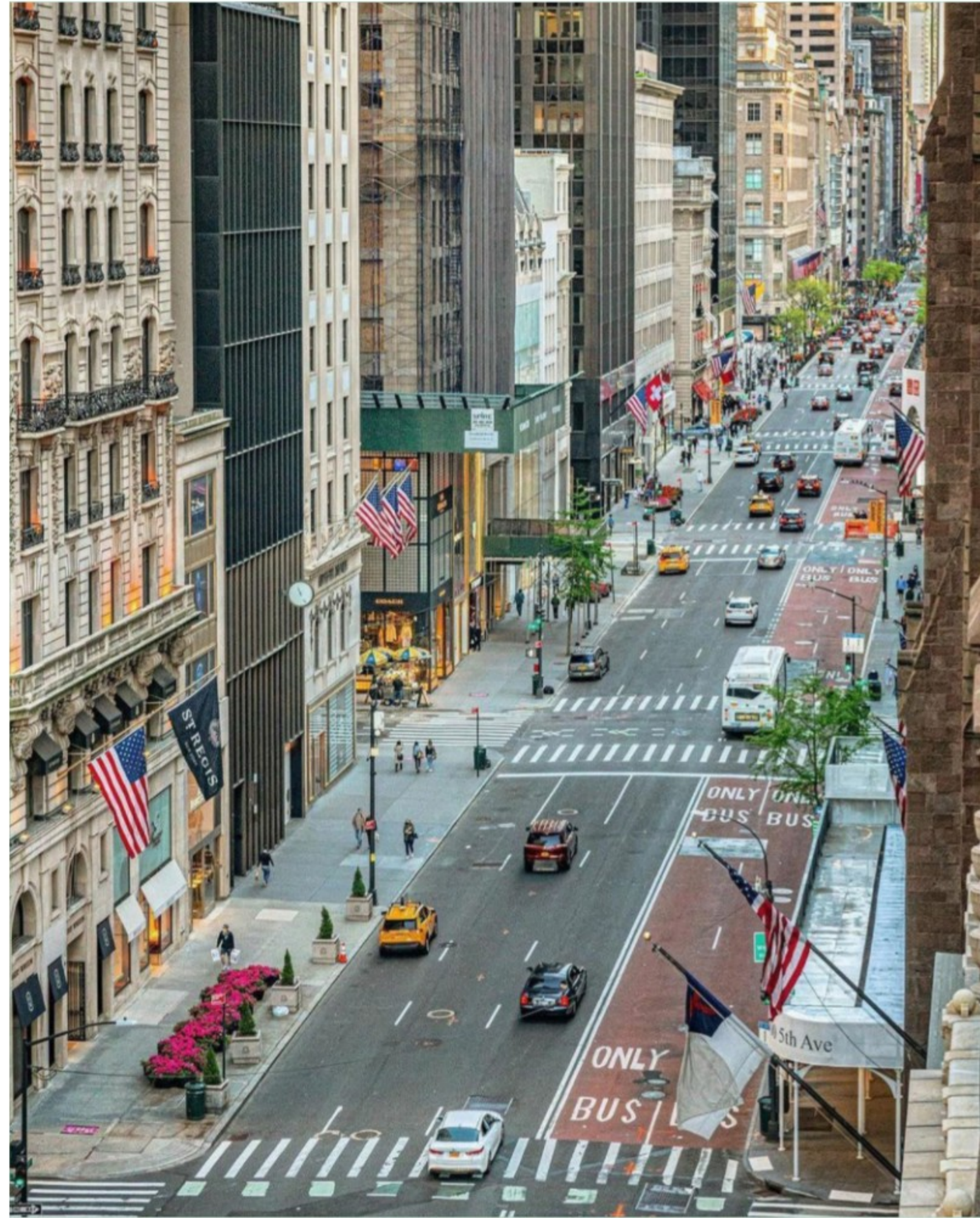


Expanded, uniform sidewalk around plazas

Roadway is raised at sidewalk level, paved in concrete, creating a piazza-like atmosphere



# Fifth Avenue Today



Existing conditions looking south

# The New Fifth Avenue

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** N/S crosswalk length: **reduced by 11 feet**, from 33 feet to 22 feet
- **38% reduction in** E/W crosswalk length: **reduced by 21 feet**, from 54 feet to 33 feet



Proposed renovation looking south

**NEXT STEPS:**

**PLEASE JOIN US AT EACH OPEN HOUSE  
STATION TO LEARN MORE ABOUT THE  
PROJECT!**



**THANKS**