

VISION, PURPOSE & GOALS

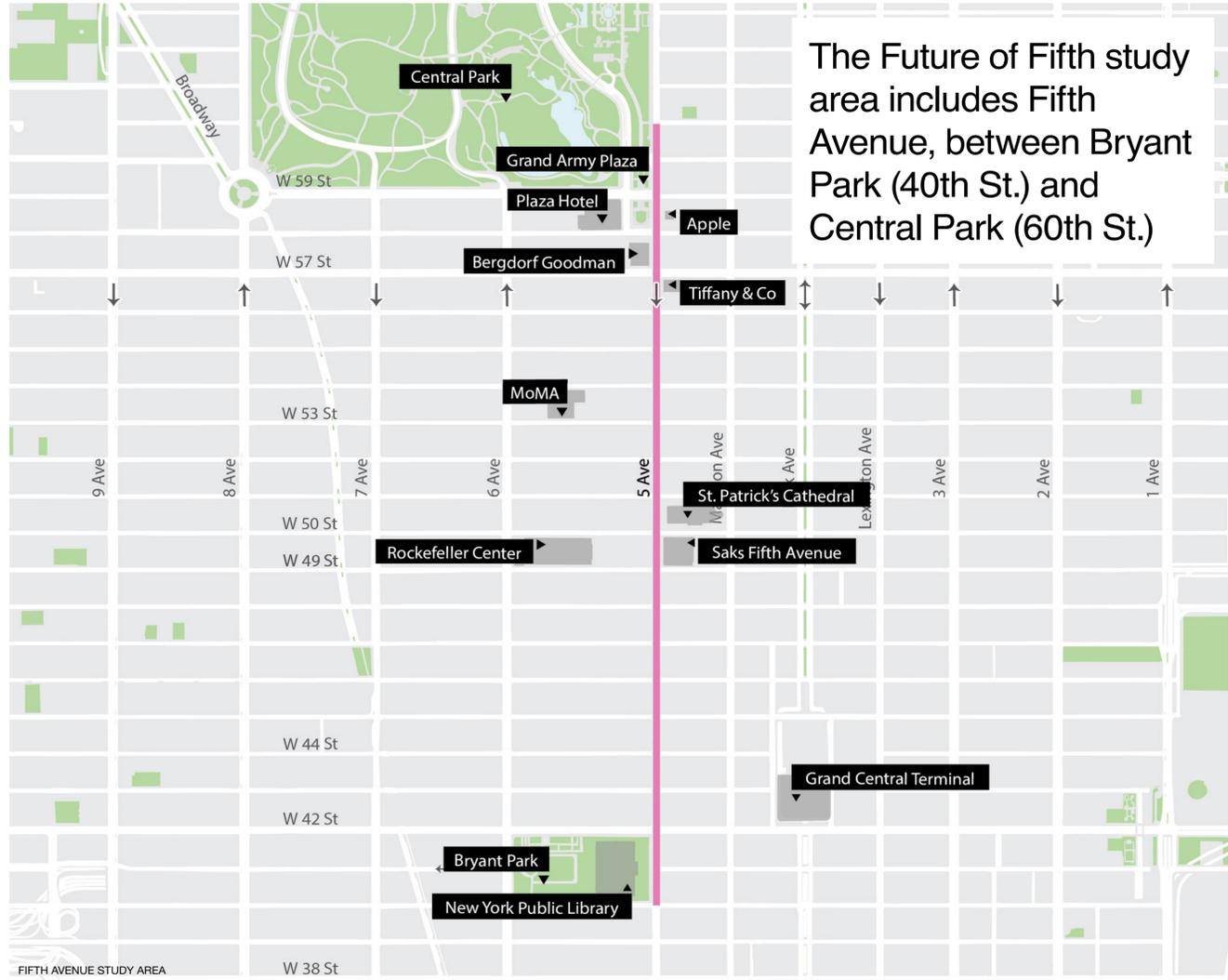
- Transform Fifth Avenue between Bryant Park and Central Park into an **innovative, pedestrian-focused boulevard** for the public to enjoy
- Support Fifth Avenue as an **economic engine** in the post-pandemic landscape
- Significantly increase pedestrian space across the avenue - expanding sidewalks 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



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

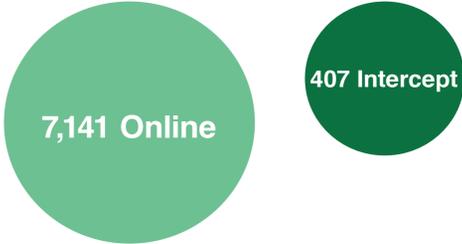
Several studies have informed the proposed designs for the Future of Fifth:

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

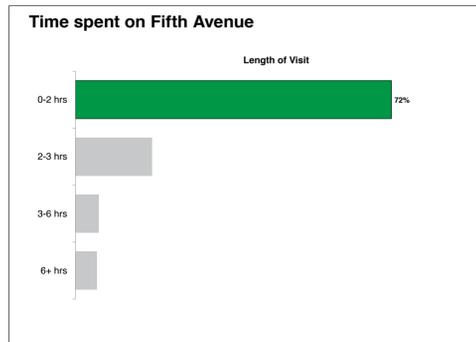


More trees and greenery throughout



A more comfortable environment and a stronger sense of place

Most survey respondents spend less than two hours on Fifth Avenue



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**



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**

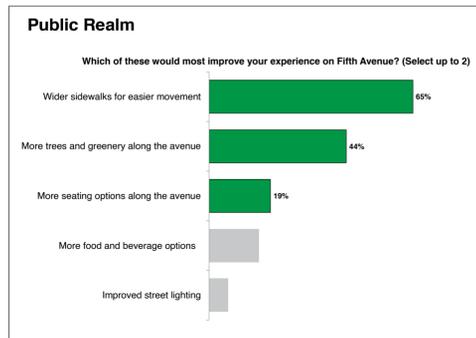


- Pedestrian volumes are significantly higher during the holiday season, with up to 12,000 people/hour during weekdays and 23,000+ on weekends



- 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

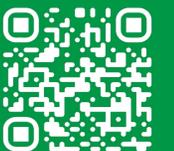
When asked which changes would most improve their experience on Fifth Avenue, respondents overwhelmingly selected **wider sidewalks, followed by more trees and greenery, and more seating options**, as their top choices



- 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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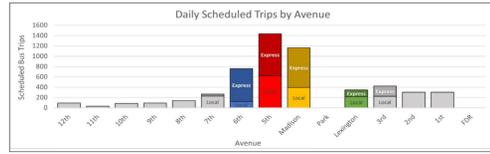
PROPOSED STREET DESIGN

Transit:

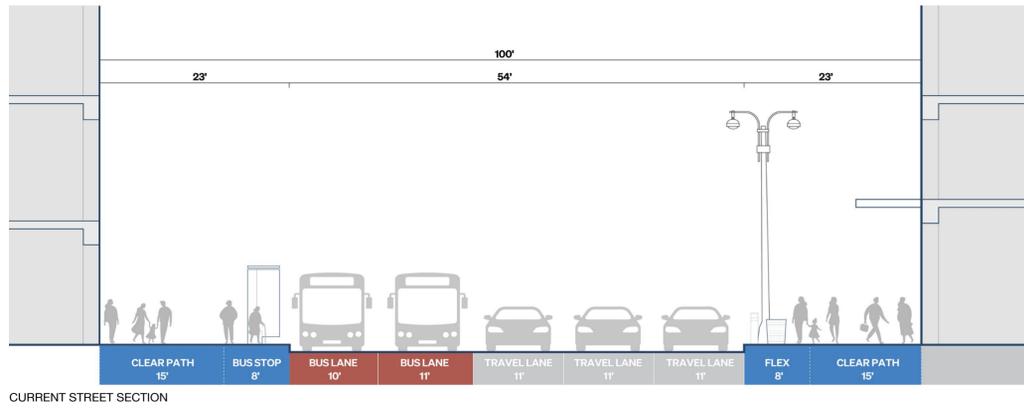
- Fifth Avenue is a key corridor for MTA buses, serving 7 local routes, 34 express routes, and non-revenue bus trips
- Since 2018, Fifth Avenue sees over **1,300 express buses a day**
- When the buses are within the Fifth Avenue study area, **occupancy is 10%**
- The proposed design will not significantly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

Traffic:

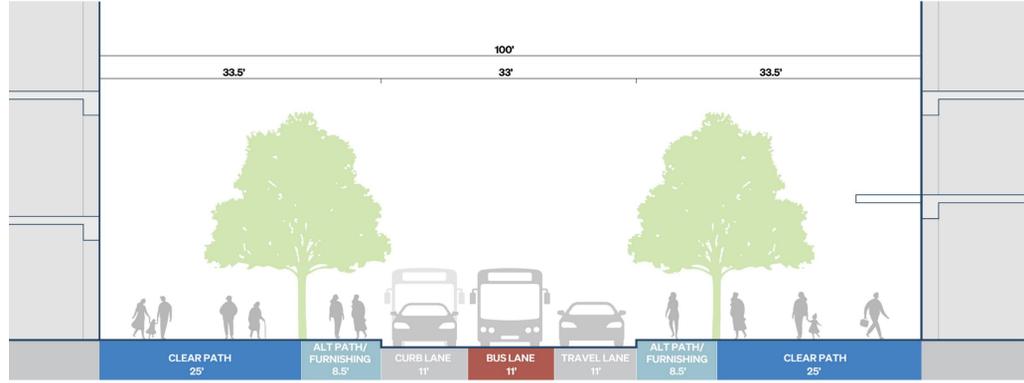
- Of the 3 travel lanes on Fifth Avenue today, **only 2 are being used consistently for moving vehicles**
- 20% of cars on Fifth Avenue are only passing through (through traffic)



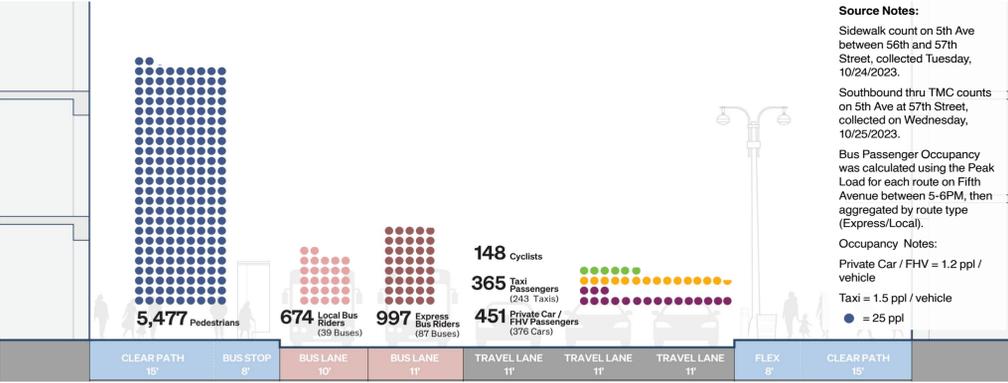
Data Source: Scheduled daily (weekday) trips per May 2023 GTFS; represents any trip crossing an avenue between 45th and 50th streets.



CURRENT STREET SECTION



PROPOSED STREET SECTION



Source Notes:

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

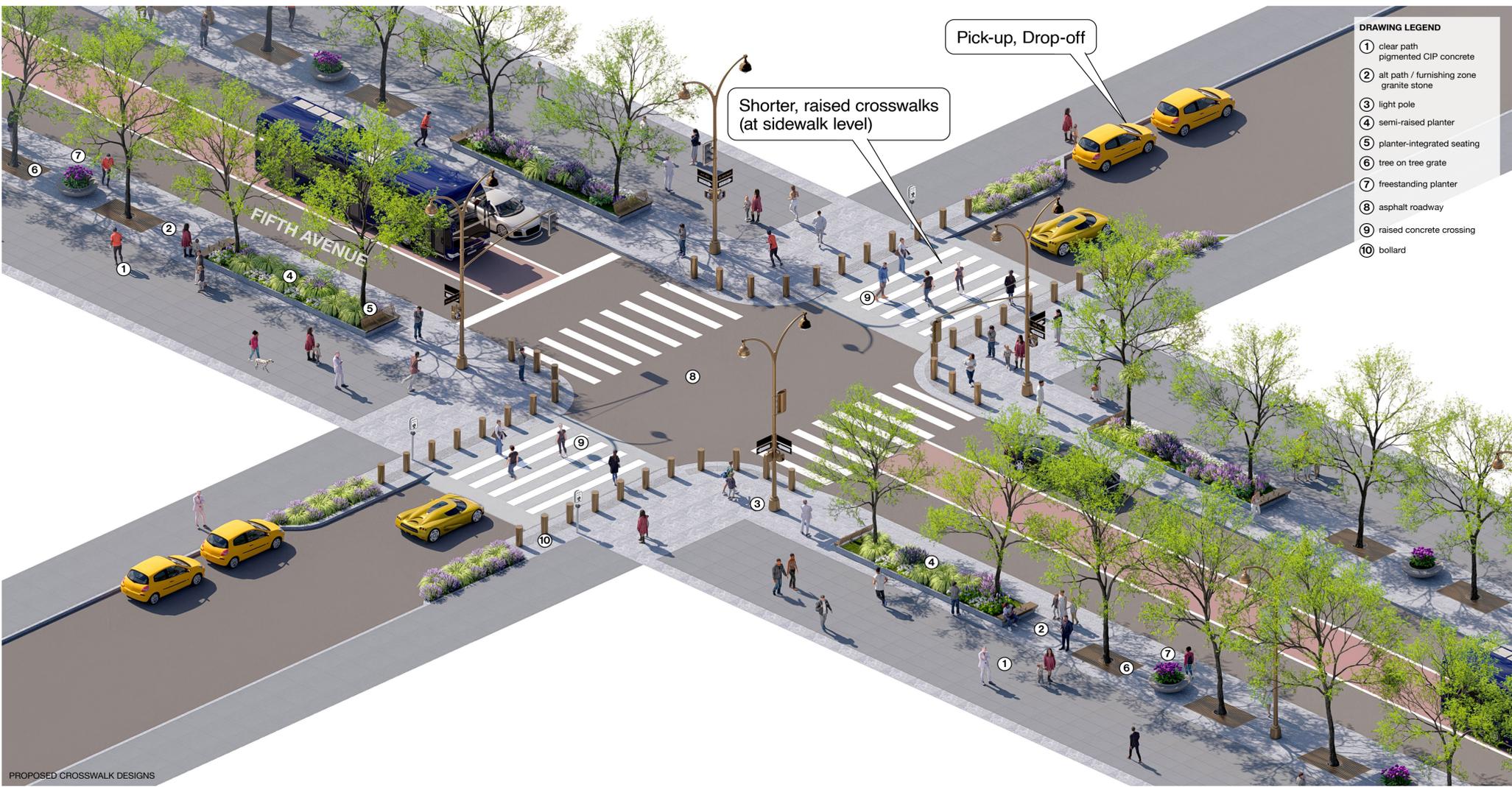
Southbound thru TMC counts on 5th Ave at 57th Street, collected on Wednesday, 10/25/2023.

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

CURRENT STREET USES ON A WEEKDAY BETWEEN 5-6PM



PROPOSED CROSSWALK DESIGNS

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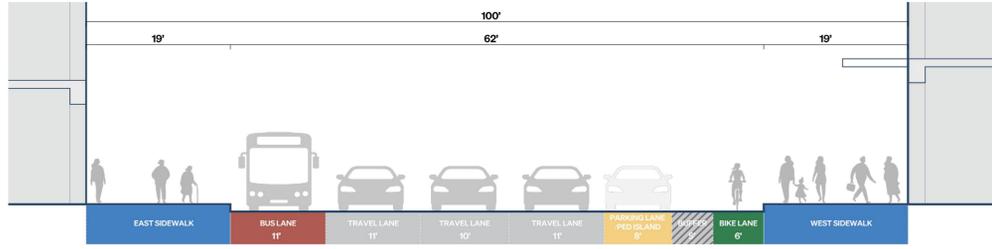
BIKE ROUTE PLANNING

- 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

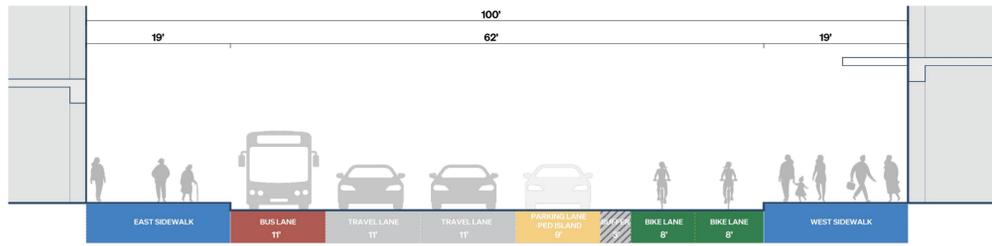
- Connections to crosstown lanes on 62nd and 61st Street and the Queensboro Bridge are also being explored

- New connection would allow southbound cyclists to access midtown from Central Park

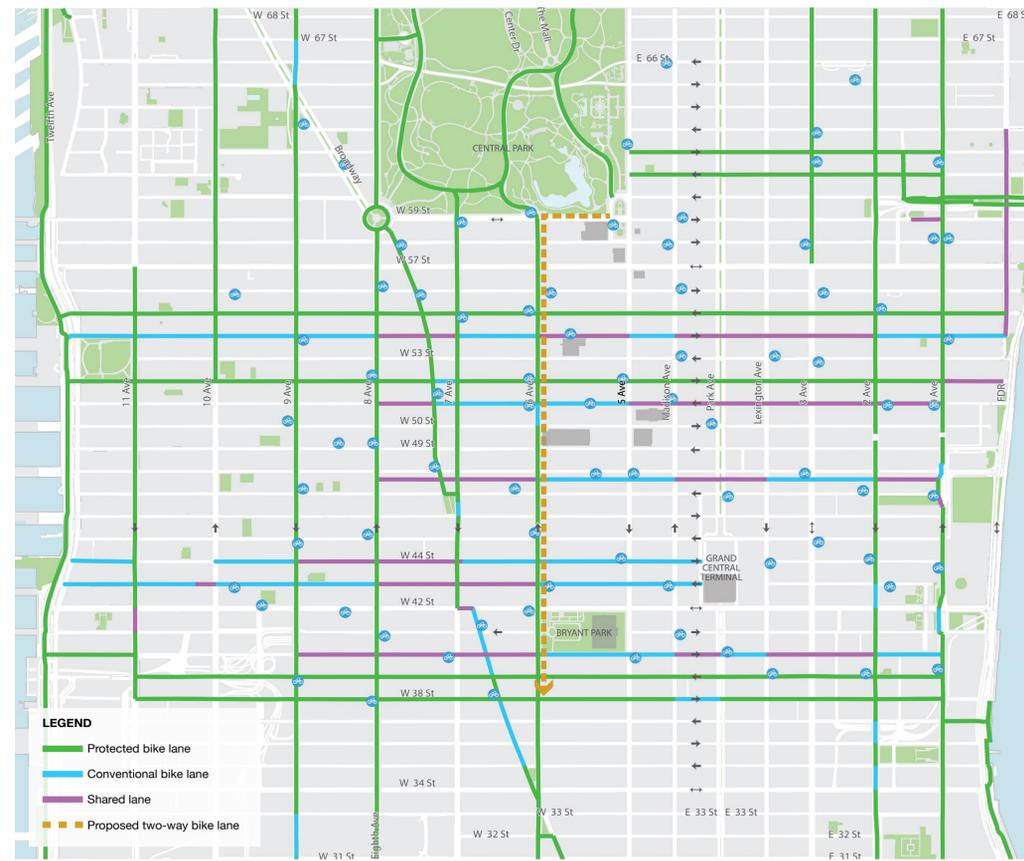
- Local trips on Fifth Avenue would still be allowed from the general travel lane



EXISTING STREET SECTION AT 6TH AVENUE



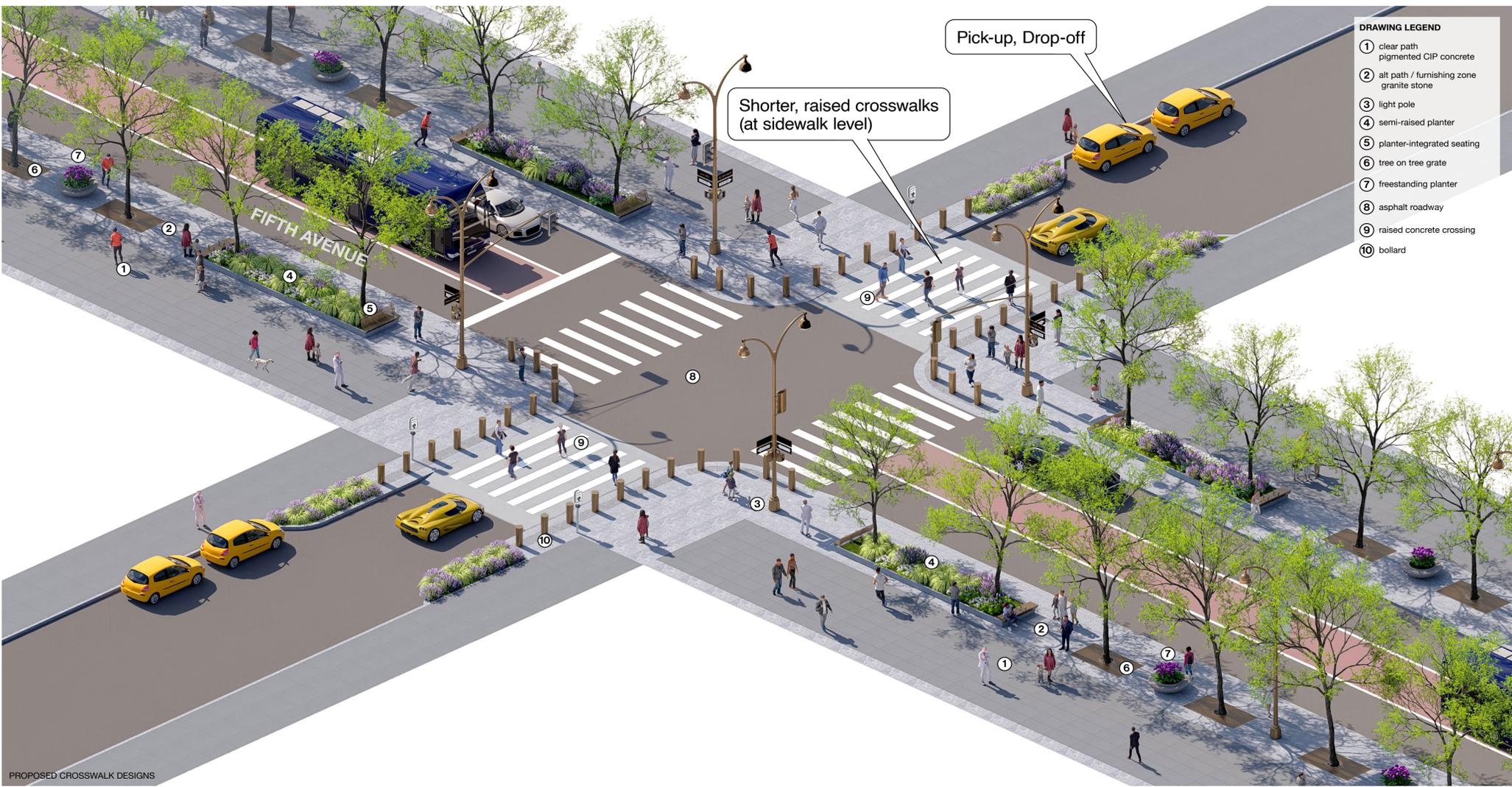
PROPOSED STREET SECTION AT 6TH AVENUE



LEGEND

- Protected bike lane
- Conventional bike lane
- Shared lane
- Proposed two-way bike lane

EXISTING BIKE ROUTE MAP



PROPOSED CROSSWALK DESIGNS

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

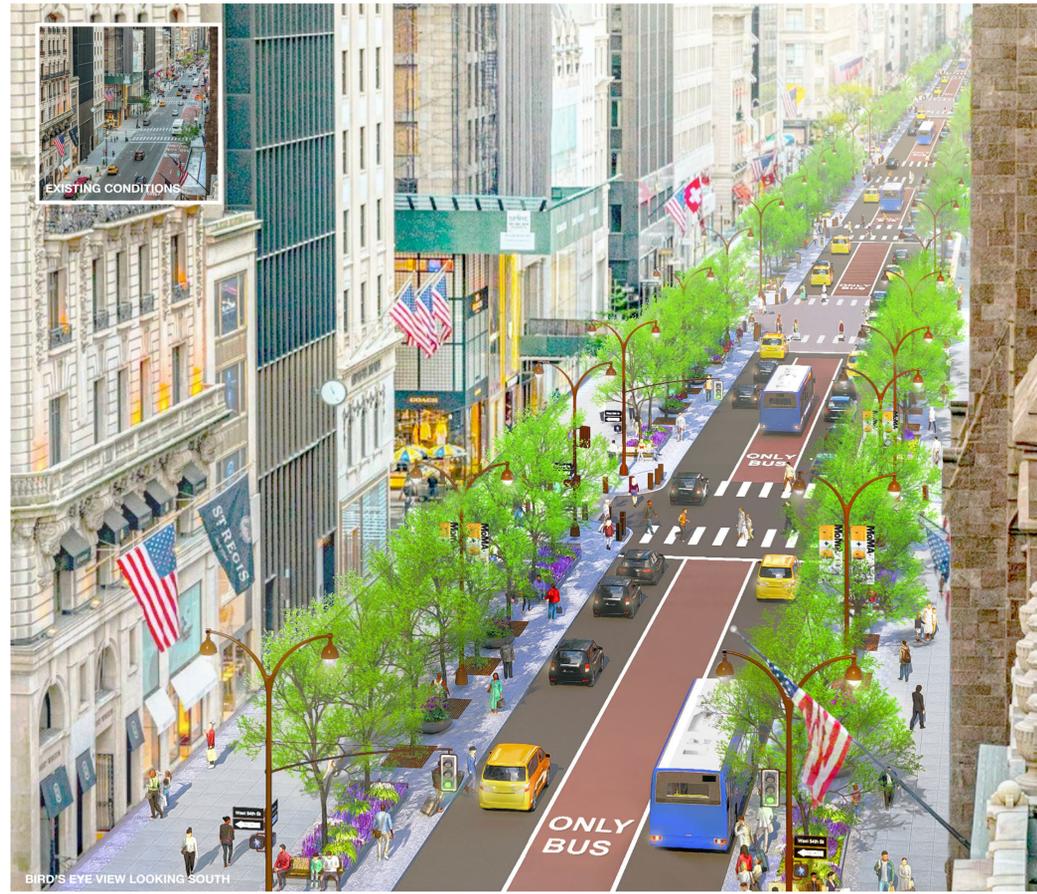


CORRIDOR-WIDE DESIGN VISION

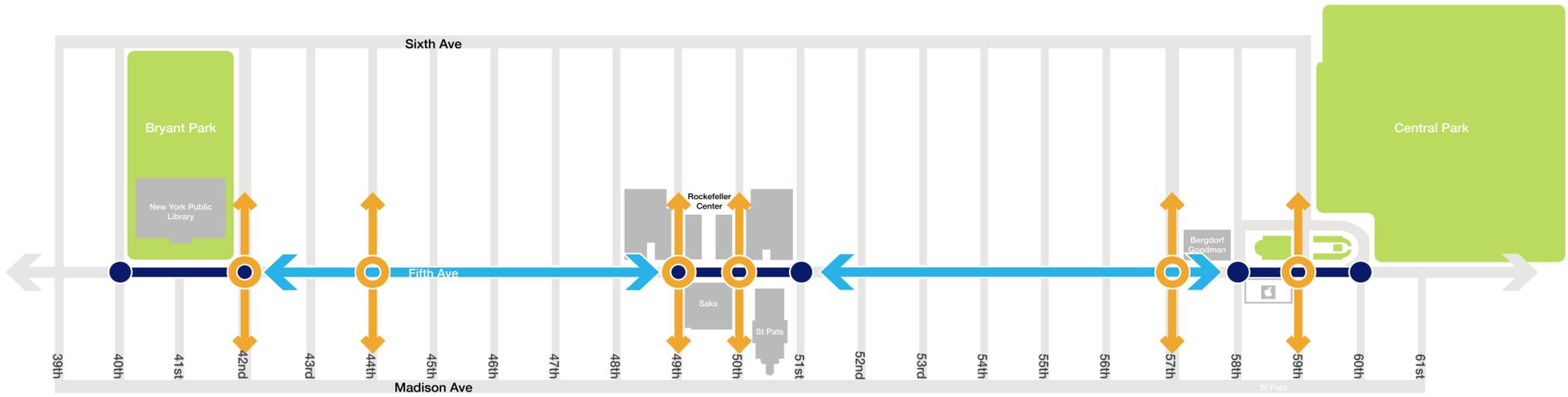
FUTURE OF **FIFTH**

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

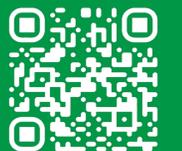
The public realm upgrades will include unique layouts that celebrate these iconic destinations



Gateways

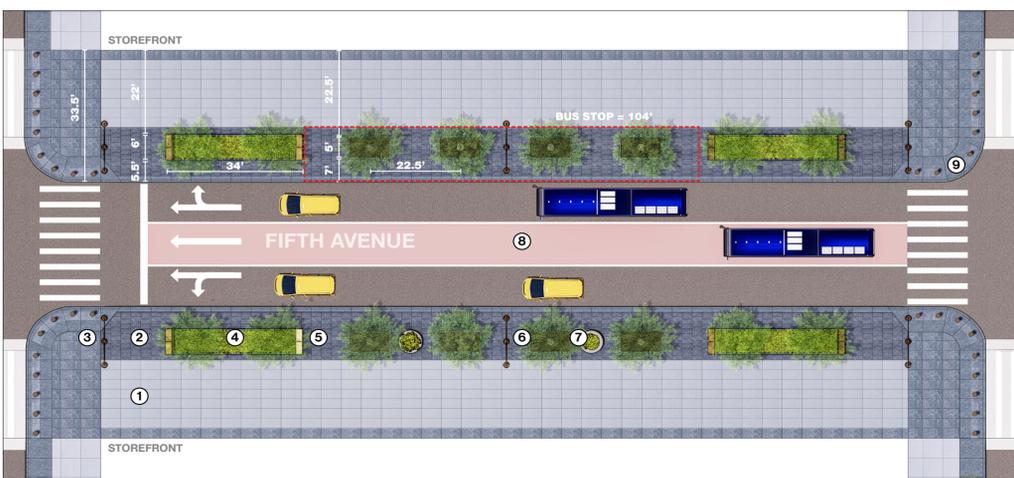
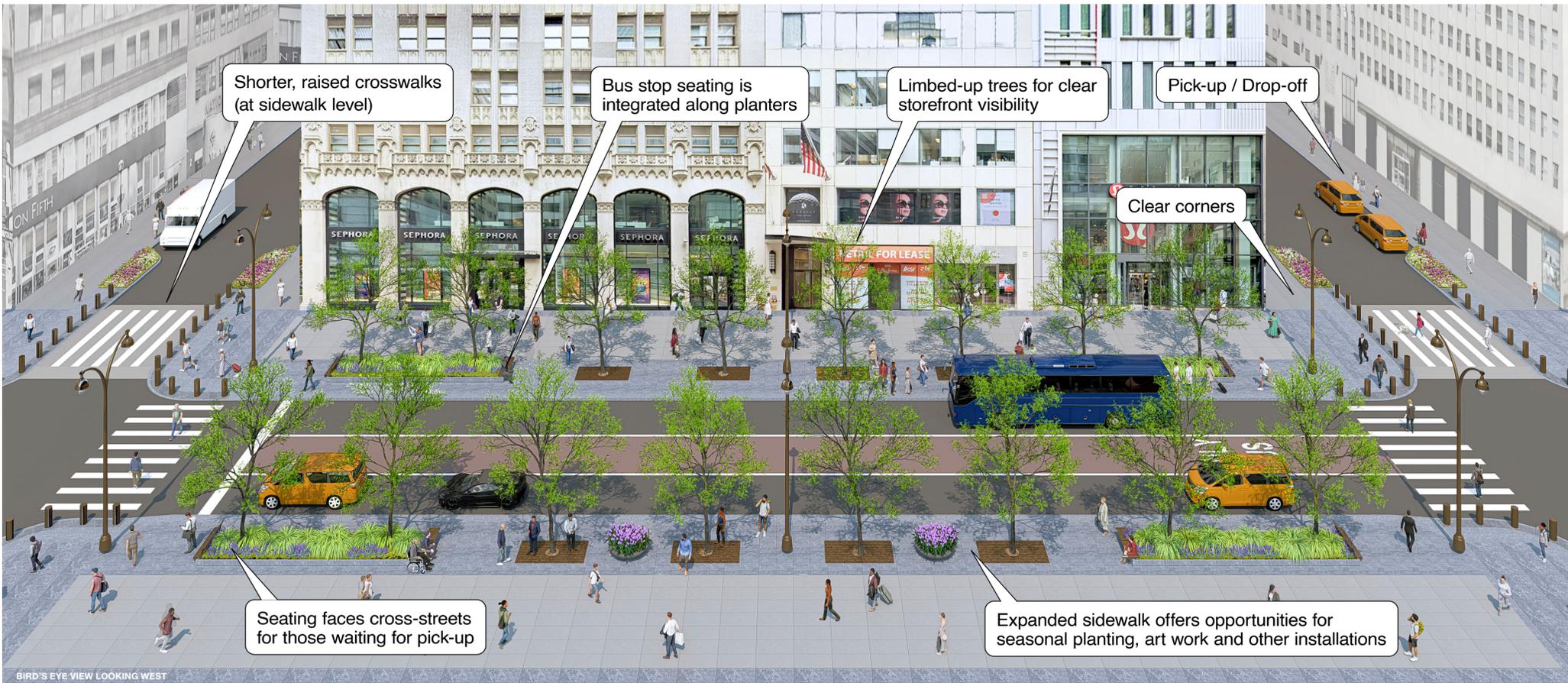
People-first intersections will prioritize pedestrians by reducing crossing lengths

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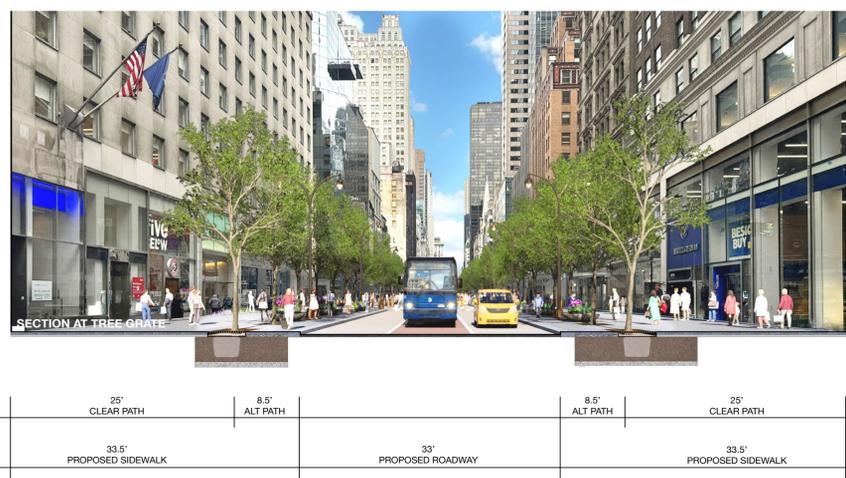
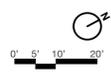


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TYPICAL BLOCK DESIGNS



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



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CENTRAL PIAZZA DESIGNS



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NORTH AND SOUTH PIAZZA DESIGNS

FUTURE OF **FIFTH**



Retains existing blue-stone paving and granite curb

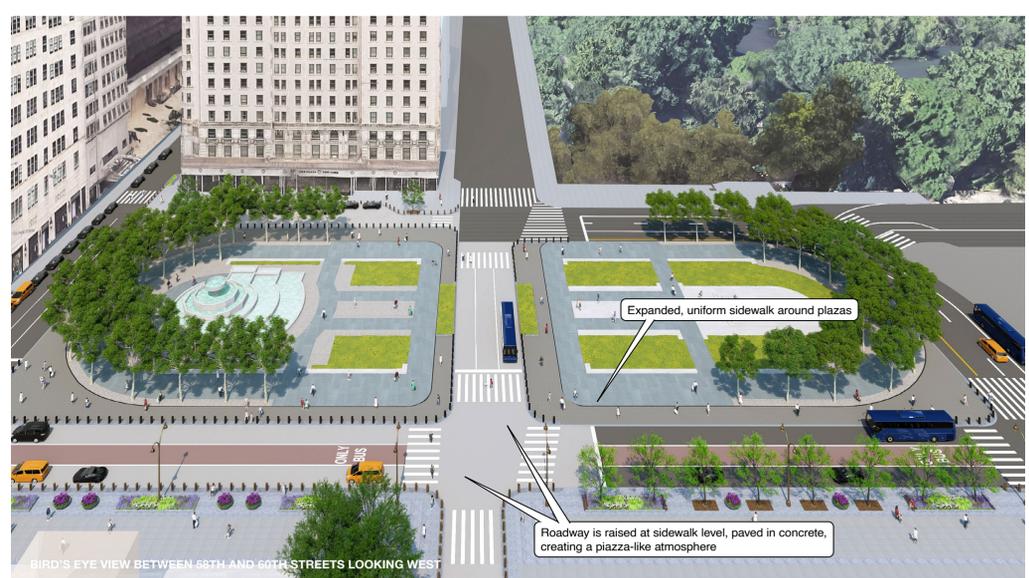
Symmetric light post and tree layout frames historic NYPL building

BIRD'S EYE VIEW BETWEEN 40TH AND 42ND STREETS LOOKING WEST



EXISTING CONDITIONS

PROPOSED IMPROVEMENTS LOOKING NORTH ALONG THE NYPL



Expanded, uniform sidewalk around plazas

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

BIRD'S EYE VIEW BETWEEN 58TH AND 60TH STREETS LOOKING WEST



PLAN BETWEEN 40TH AND 42ND STREETS



PLAN BETWEEN 58TH AND 60TH STREETS

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