

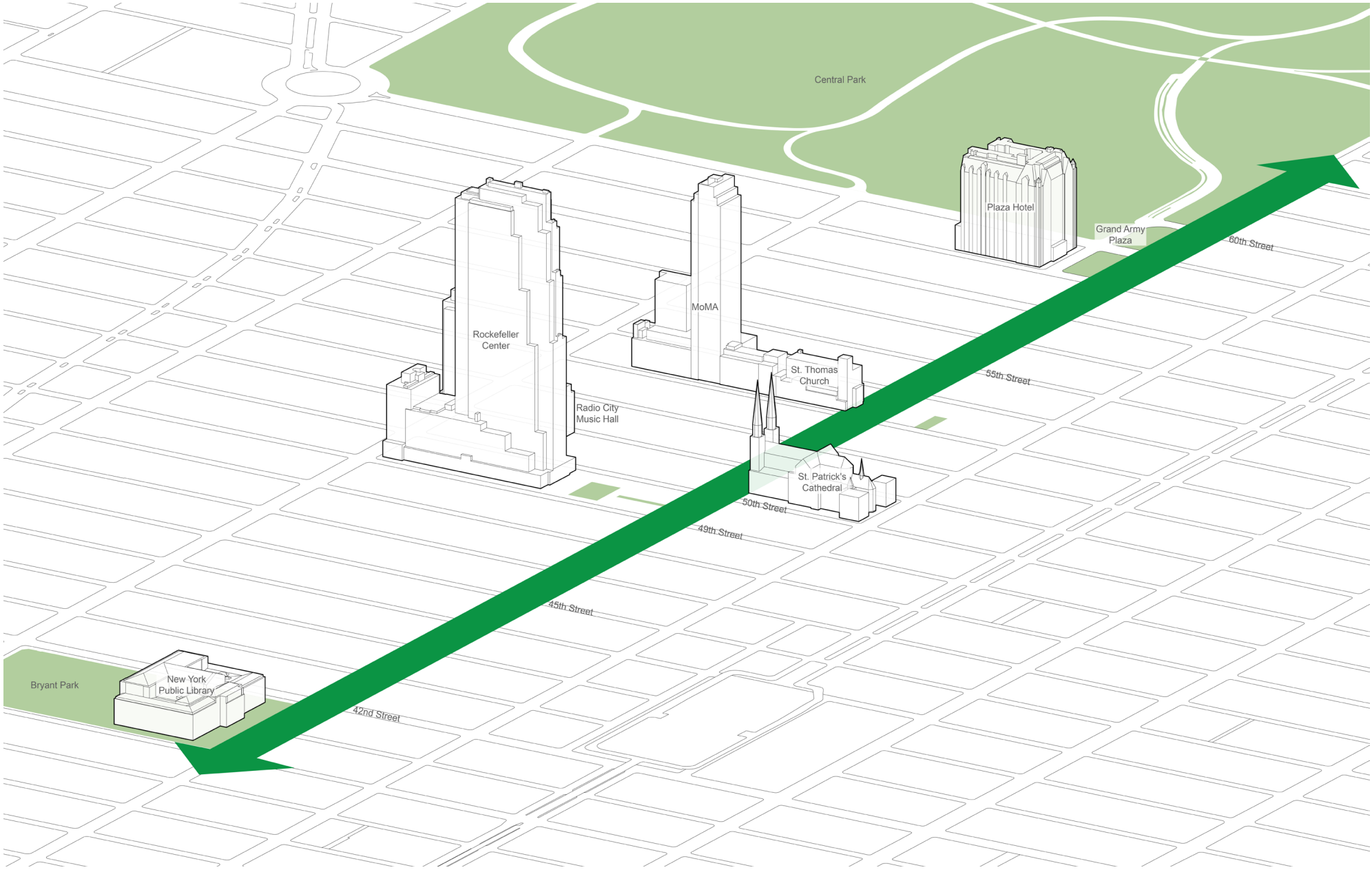
FUTURE OF FIFTH

Schematic Design Updates
June, 2025

www.futureoffifth.com

Future of Fifth

Connecting from Bryant Park to Central Park



Future of Fifth

Project Background

In 2022, Mayor Adams and Governor Hochul launched the “**New**” **New York Panel** to examine the future of New York City and the region’s economy.

The Panel released the **Making New York Work for Everyone Action Plan** to guide the city’s path to equitable economic recovery in Midtown, including proposals is to “**create a world-class network of public spaces**” that will increase the area’s value as a destination, and help drive New York’s economic growth.

The proposal recommended “**making Fifth Avenue from Bryant Park to Central Park a vibrant corridor for pedestrians by expanding sidewalks, improving lighting, and adding more seating.**”

To realize the Action Plan’s recommendation, the city established a **Future of Fifth public-private partnership** between City Hall, various city agencies and the 4 BIDs that cover the area.



Future of Fifth

Vision, purpose and 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.



Background & Goals

Prioritizing Pedestrians

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.



Fifth Avenue Streetscape

Today: roadway and traffic dominate the space



Background & Goals

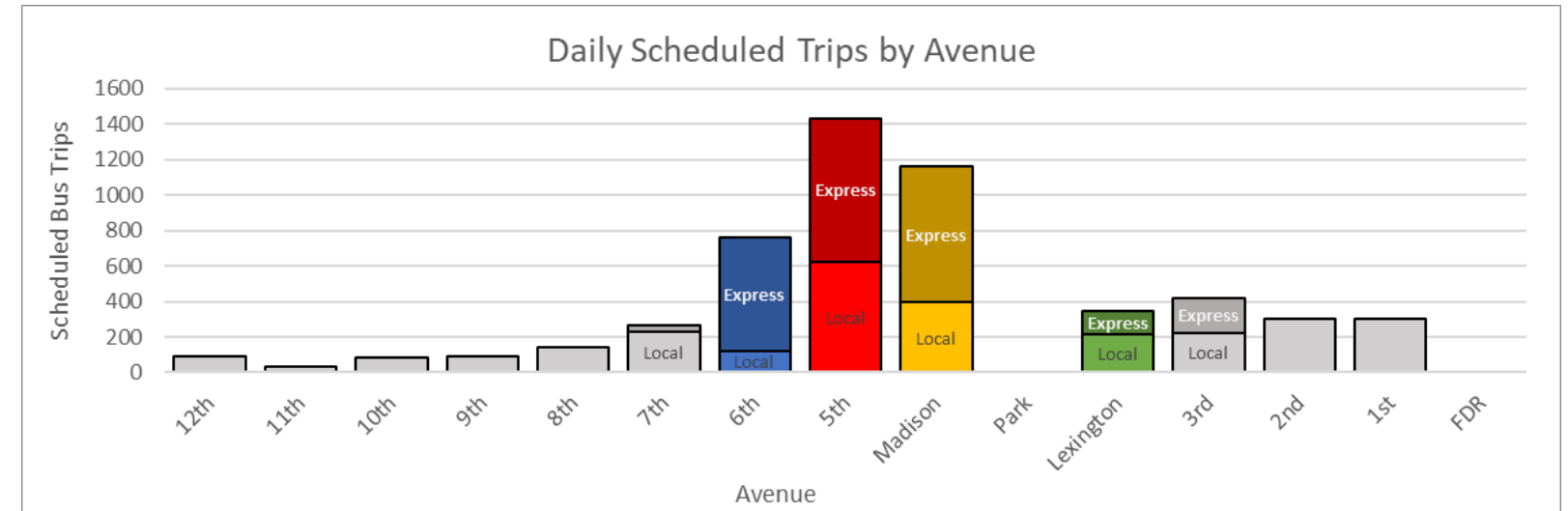
Managing Transit and Traffic

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



Consumer Experience

Most shoppers enjoy the mix and types of retail along Fifth Avenue, but do not enjoy the public realm experience.

92%

of respondents shop
on Fifth Avenue

but only...

27%

of shoppers said that
Fifth Avenue is their
favorite shopping
district

Data Sources:

Based on over 7,500 survey responses collected between November 2023 and January 2024, via an in-person intercept survey and an on-line survey.

Consumer Experience

When asked to describe Fifth Avenue to someone that had never been there, only 1/4 of online respondents described Fifth Avenue positively.

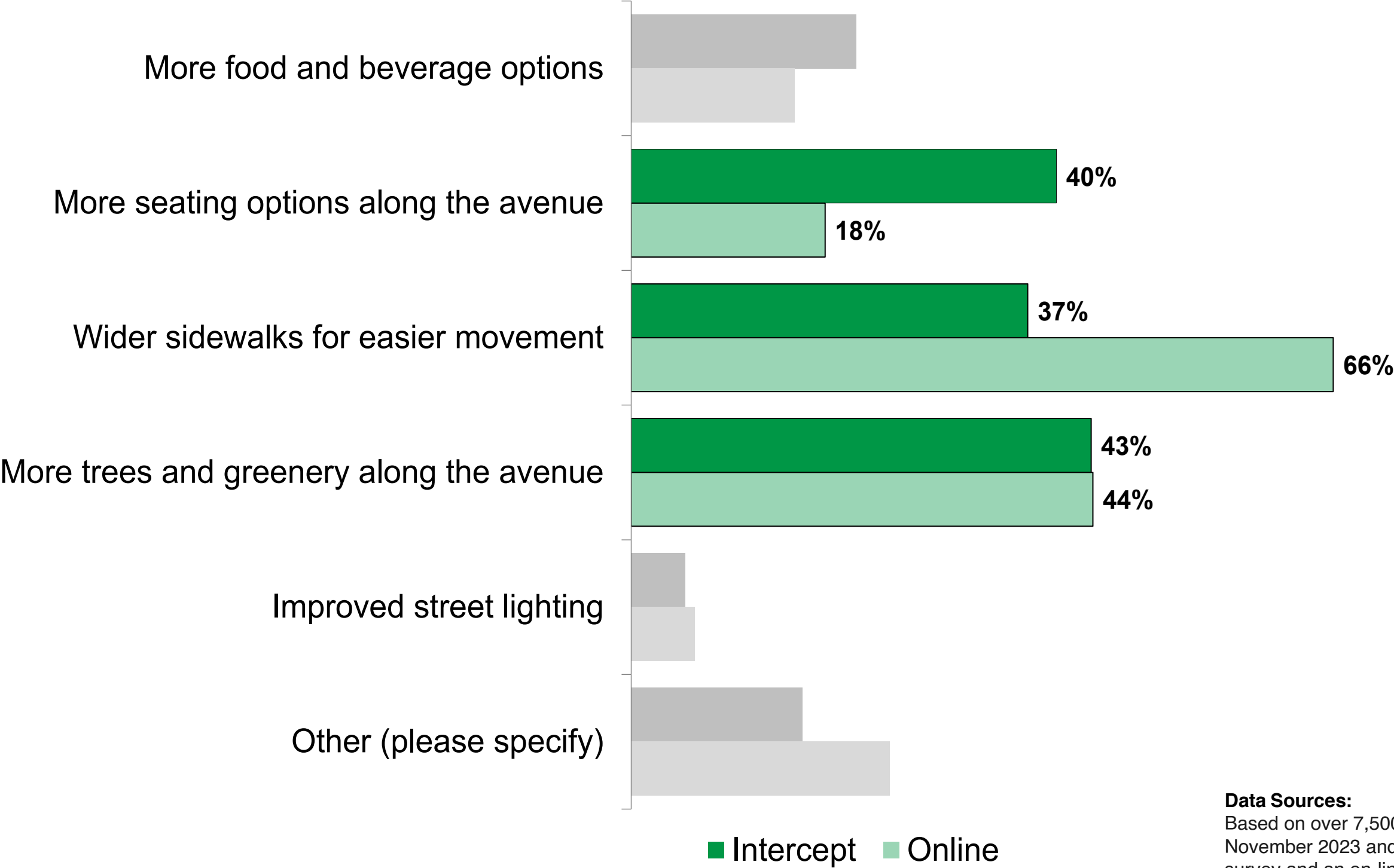


Data Sources:
Based on over 7,500 survey responses collected between November 2023 and January 2024, via an in-person intercept survey and an on-line survey.

Consumer Experience

Wider sidewalks, seating, trees & greenery are top priorities.

Which of these would most improve your experience on Fifth Avenue? (Select up to 2)



Data Sources:
Based on over 7,500 survey responses collected between November 2023 and January 2024, via an in-person intercept survey and an on-line survey.

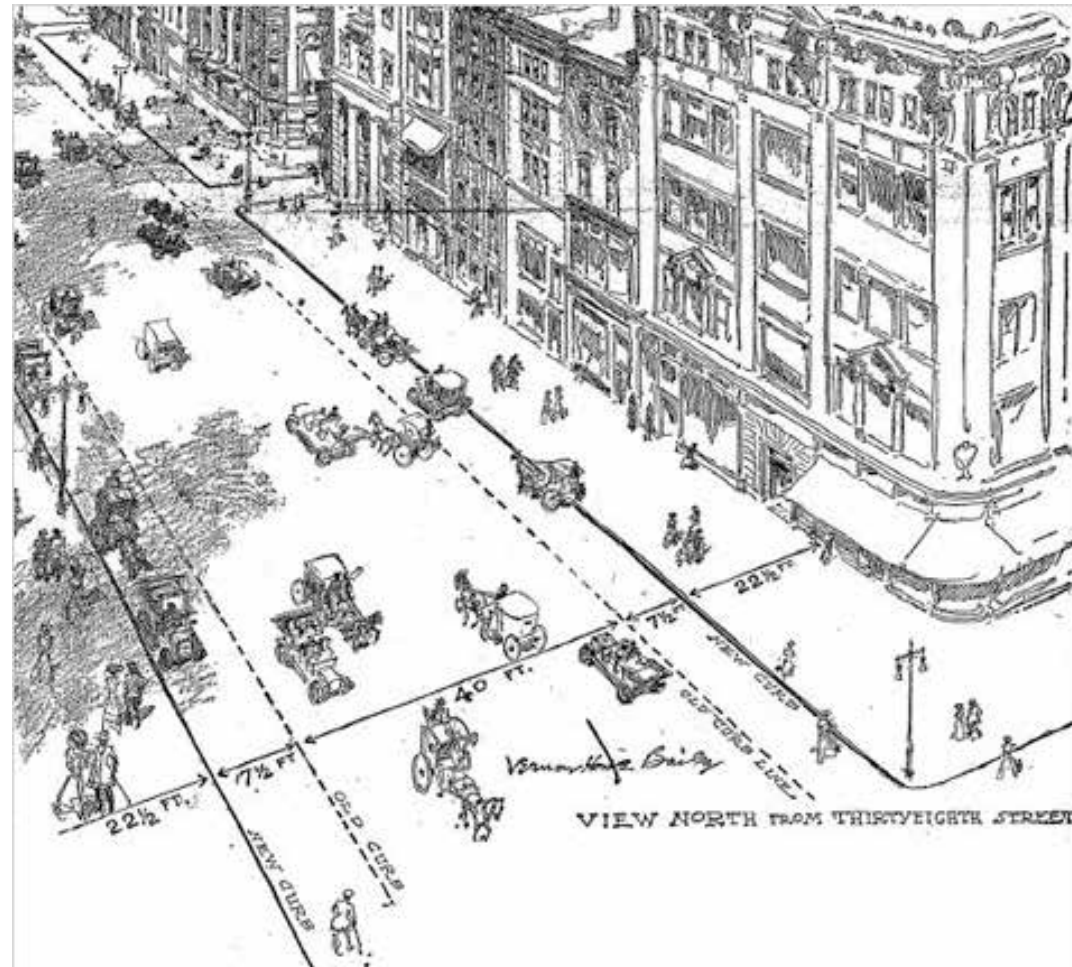
World-Class Precedents

An improved public realm has been proven to enhance economic development worldwide



Fifth Avenue's History

From 30-foot to 22-foot wide sidewalks



Fifth Avenue originally included two 30-foot wide sidewalks and a 40-foot wide roadway.



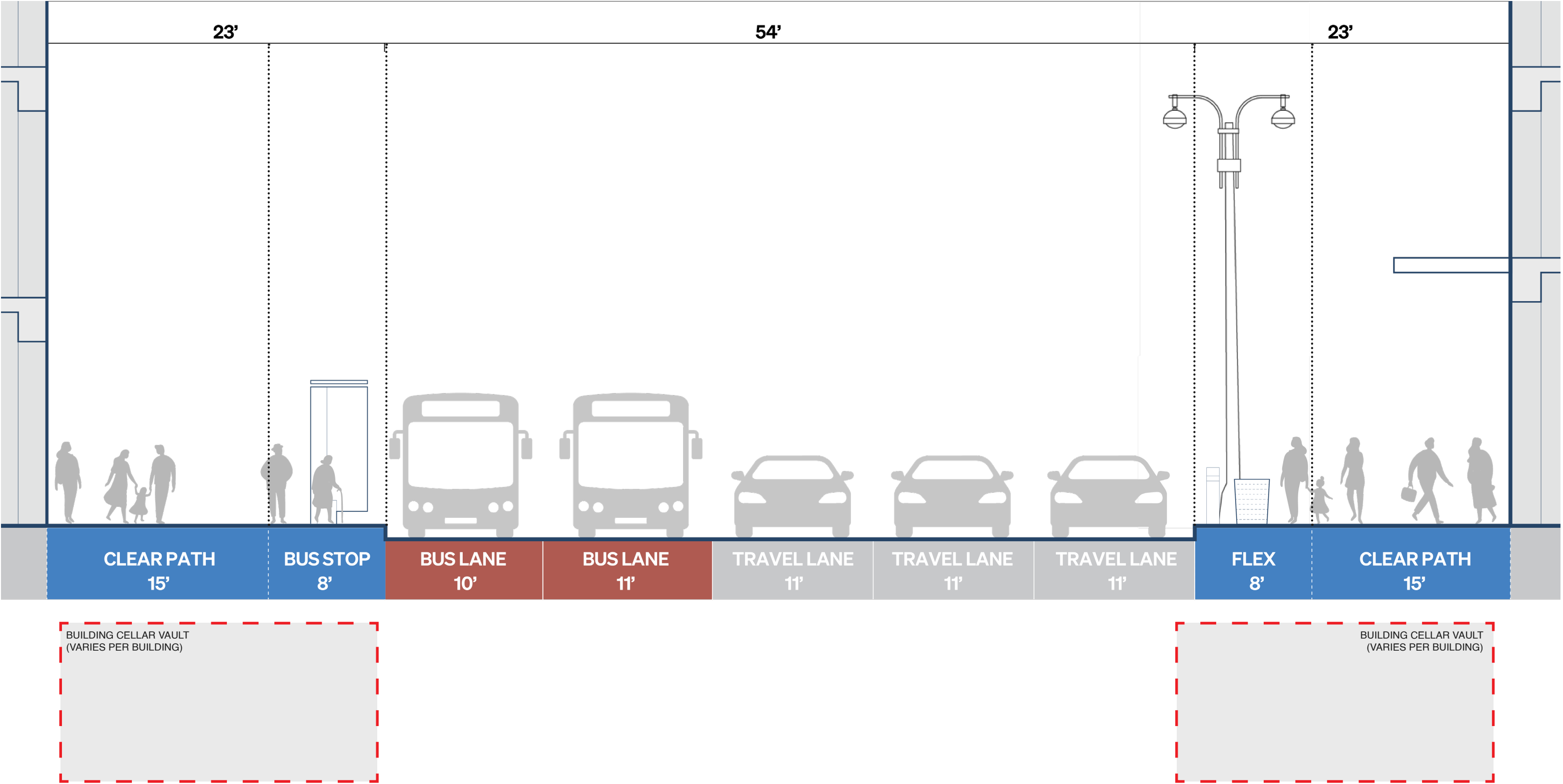
In the beginning of the 20th century, Fifth Avenue was redesigned to include to 22-foot wide sidewalks and a 55-foot wide roadway

“Additional width of fifteen feet to provide space for two more lanes of vehicles- New York’s Greatest Driveway”

- *The New York Times*, 1909

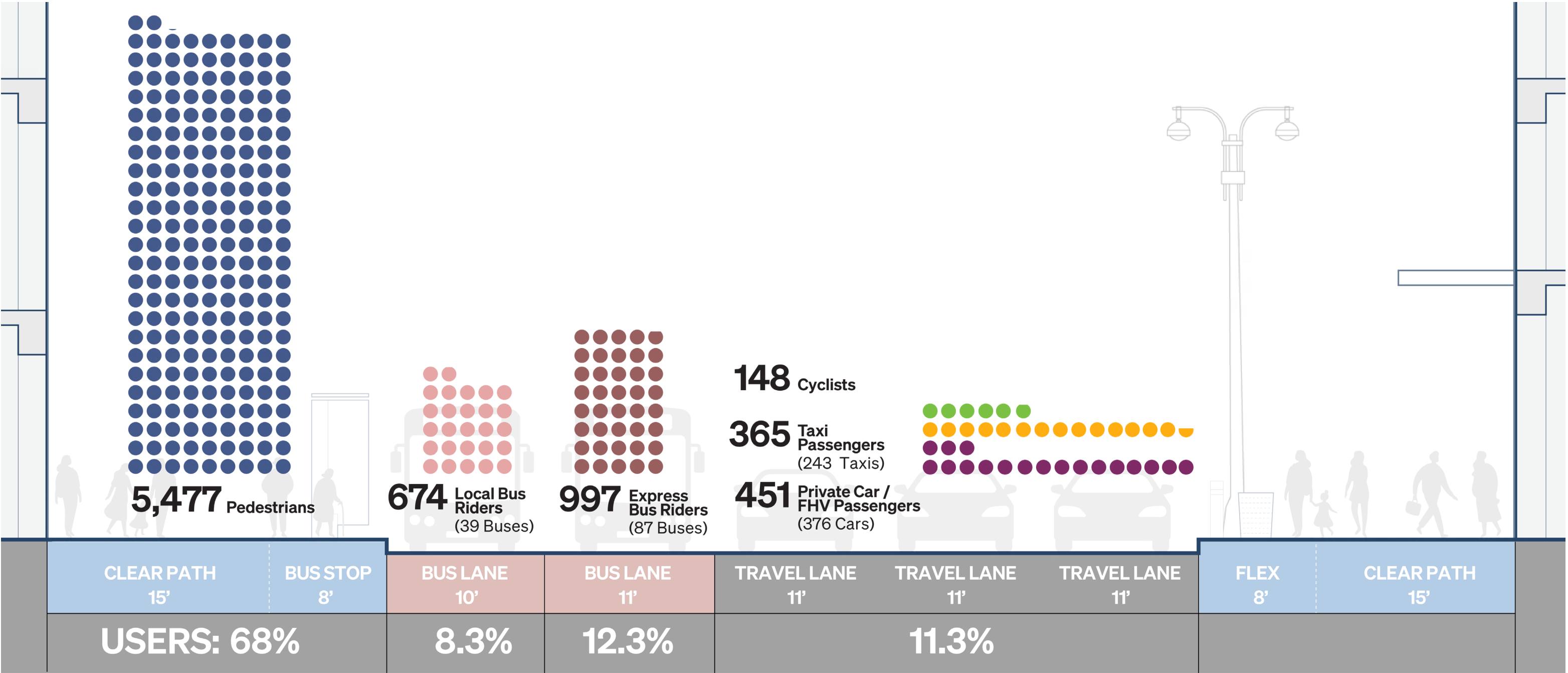
Existing Roadway Layout

Narrow sidewalks and a very wide, traffic-congested roadway



Mode Share & Space Allocation

Today: sidewalks occupy 46% of the street width yet carry 68% of users



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:

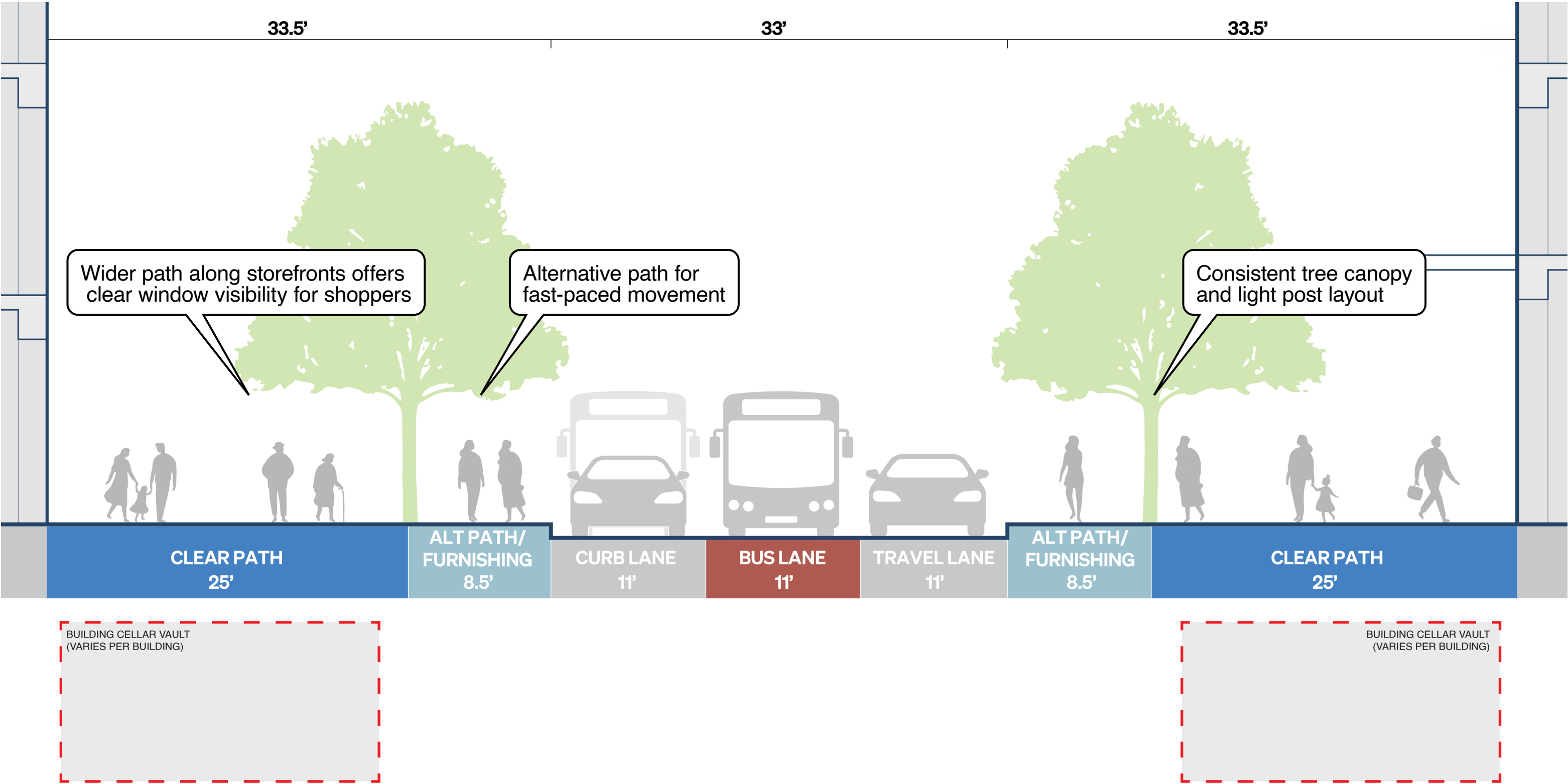
Private Car / FHV = 1.2 ppl / vehicle

Taxi = 1.5 ppl / vehicle

= 25 ppl

Proposed Roadway Layout

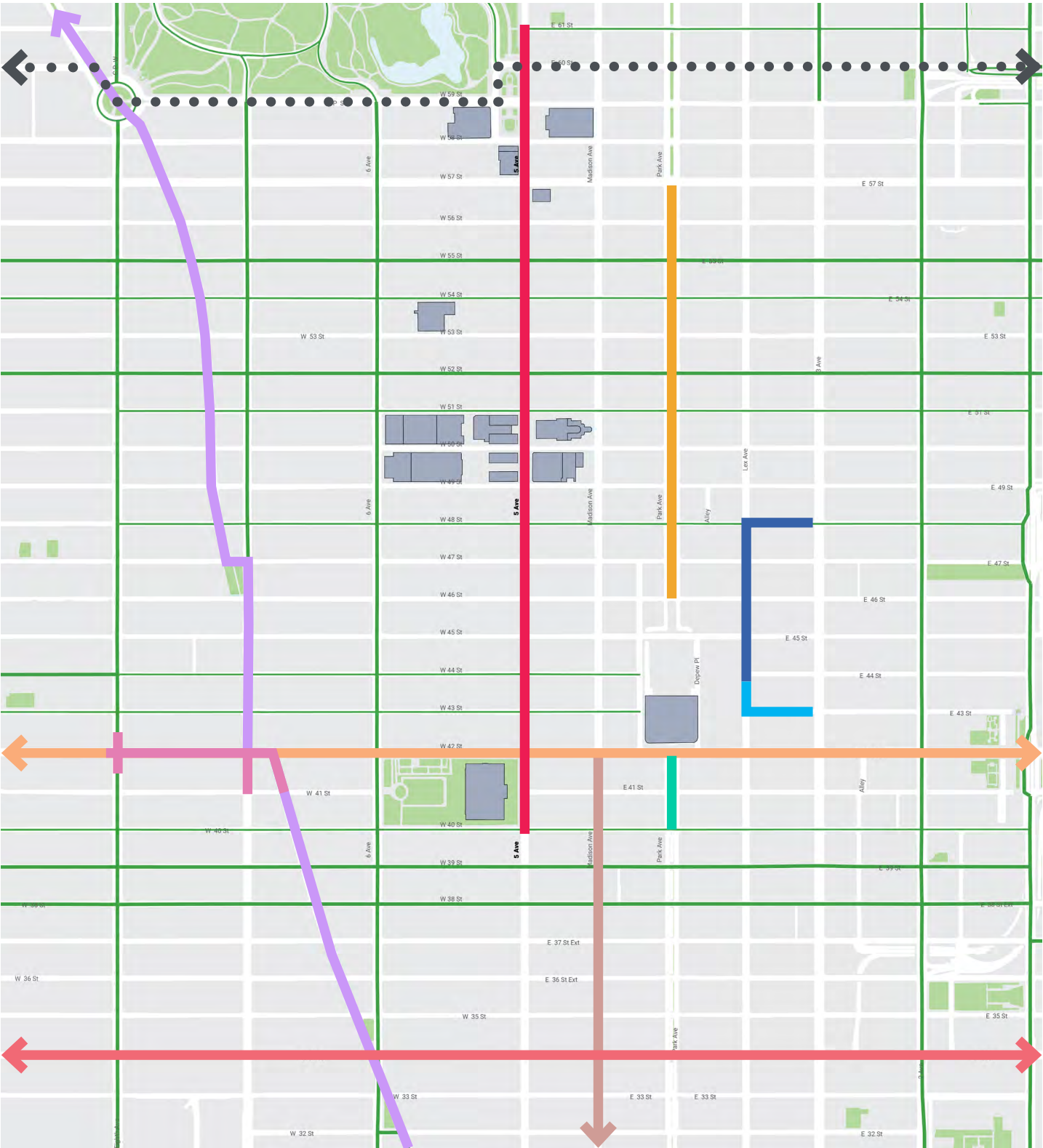
Sidewalks are enlarged by 10.5 feet each, totaling a 46% increase in pedestrian space



New York City Context

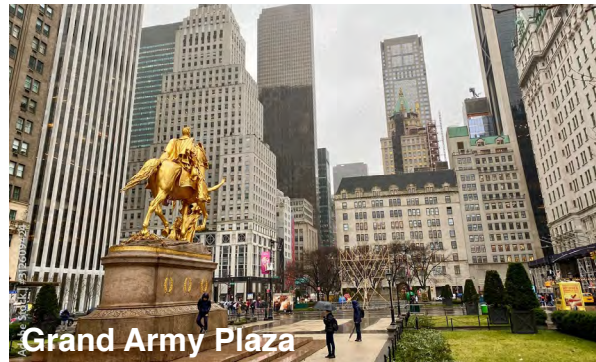
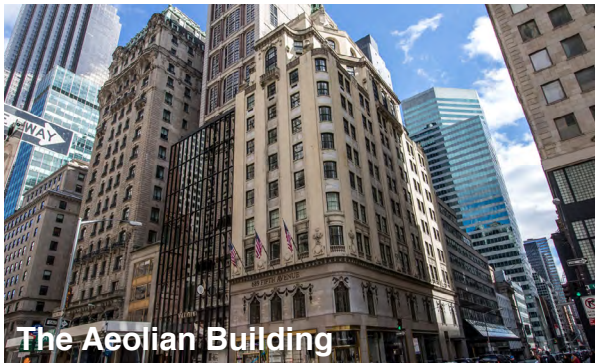
Fifth Avenue is part of a larger effort to support multi-modal mobility in Manhattan

- Congestion Pricing Zone
- Future of Fifth
- Park Avenue Vision
- Lexington Avenue Pedestrian Safety Improvements
- 43rd Shared Street
- Pershing Square East & West
- 42nd Street Pedestrian Security Measures
- Madison Avenue Bus Lane Improvements
- 42nd St Bus Priority Improvements
- 34th St Busway
- Broadway Vision
- Bike Network



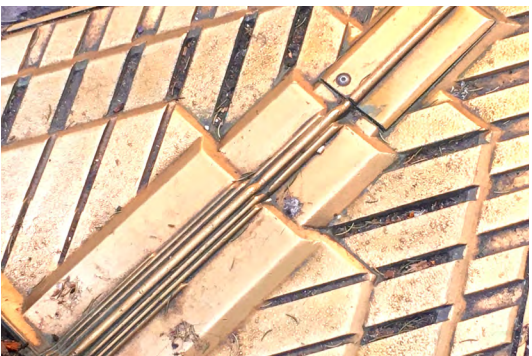
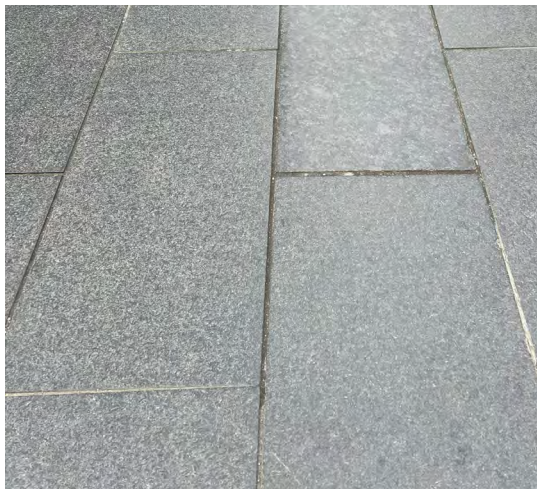
Fifth Avenue Landmarks

Recognized by its historic buildings and spaces



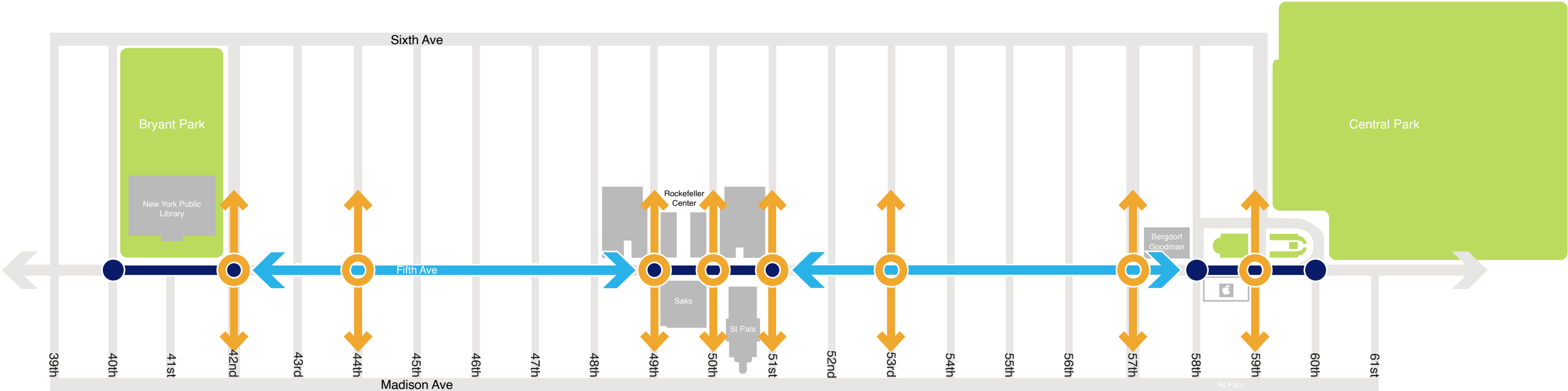
Material Inspiration for the Future of Fifth

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



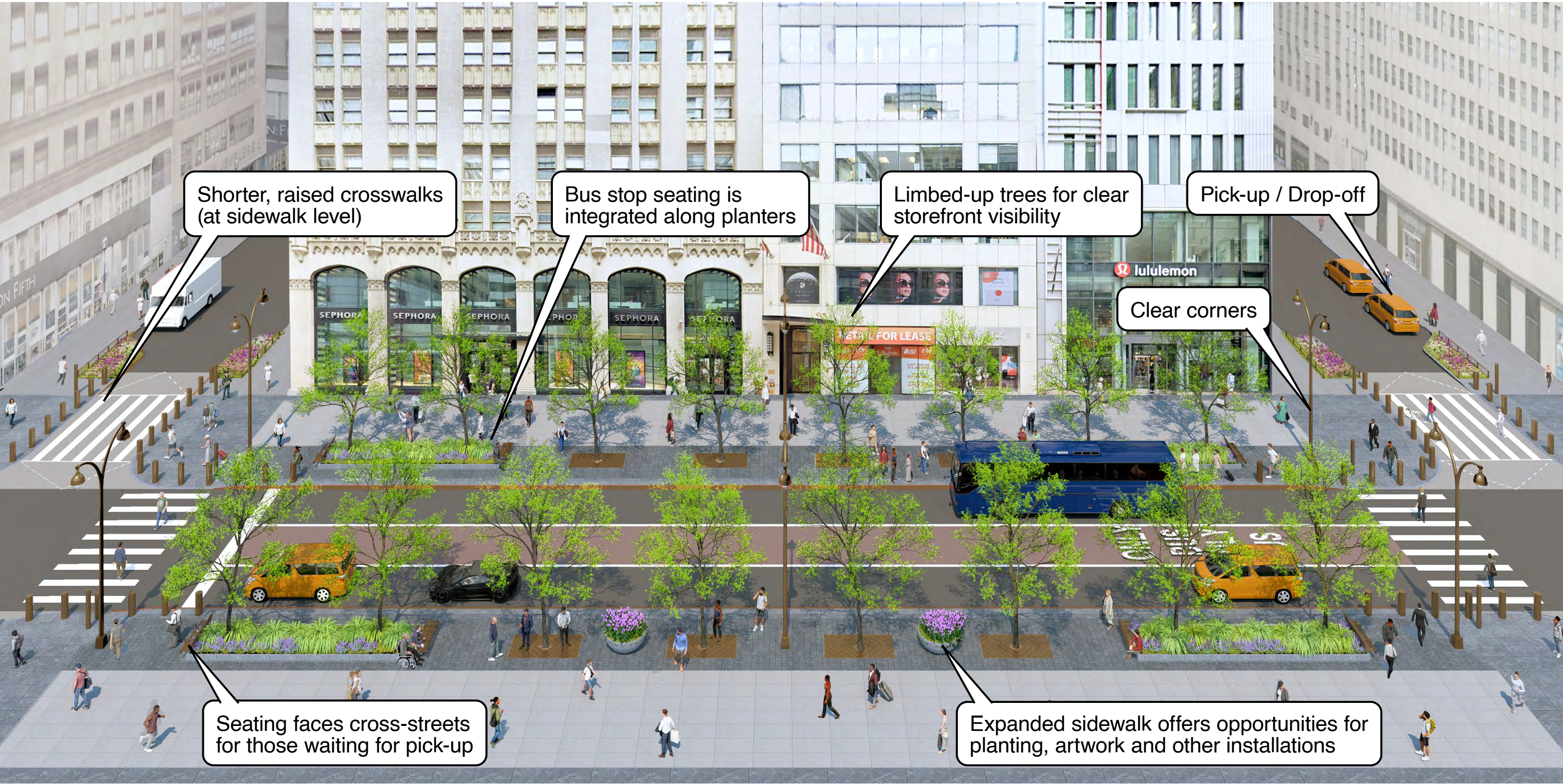
Piazzas ●——
The public realm will include unique layouts that celebrate these iconic destinations



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

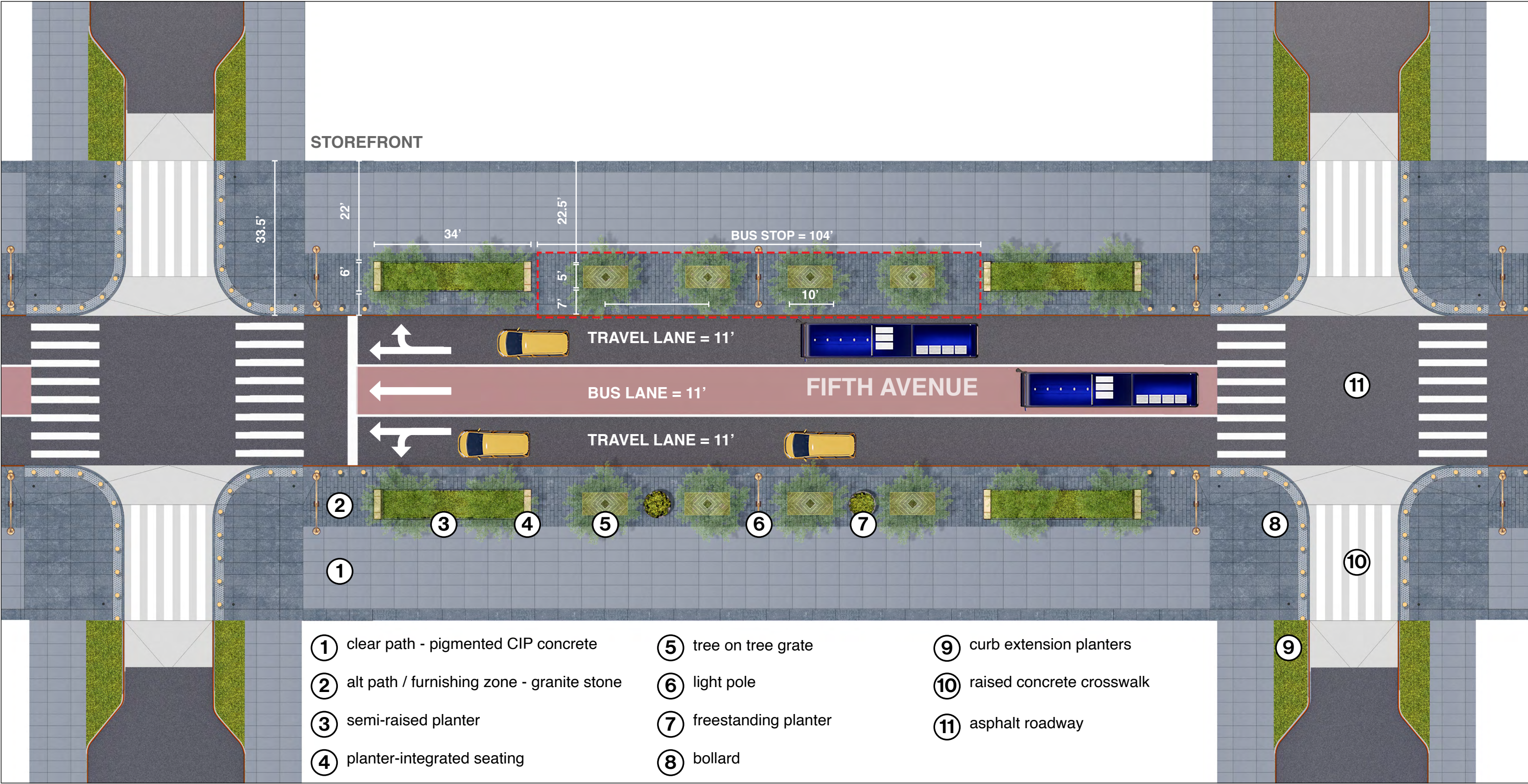
Connector Blocks

Typical block bird's eye view



Connectors Blocks

Typical block plan 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



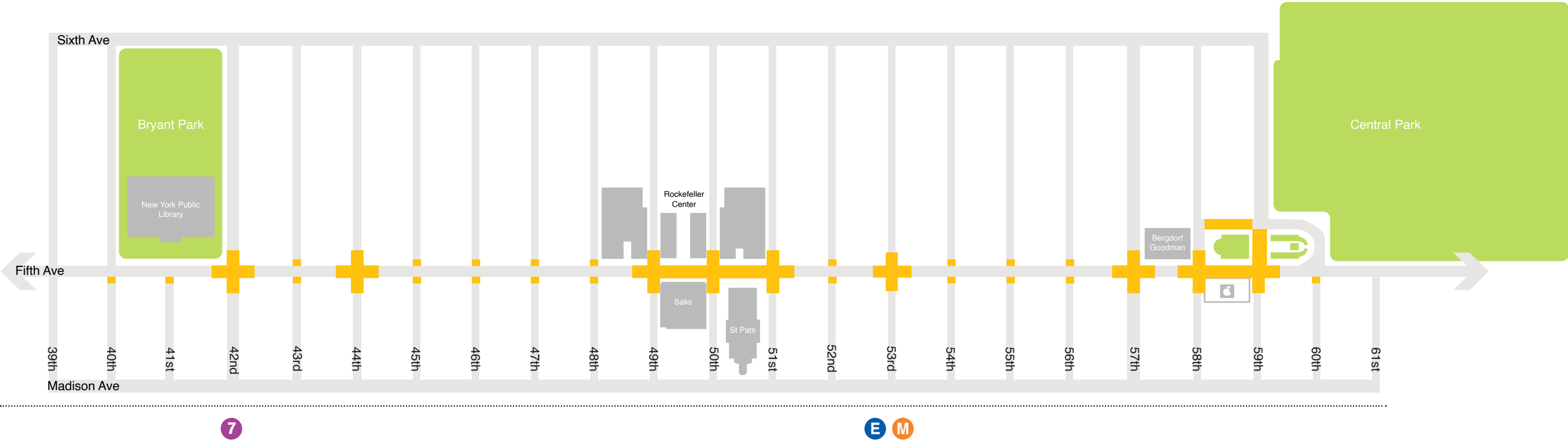
Connector Blocks

Proposed streetscape design at 43rd St. facing south



Crosstown Gateways

Raised crosswalks and tabled intersections

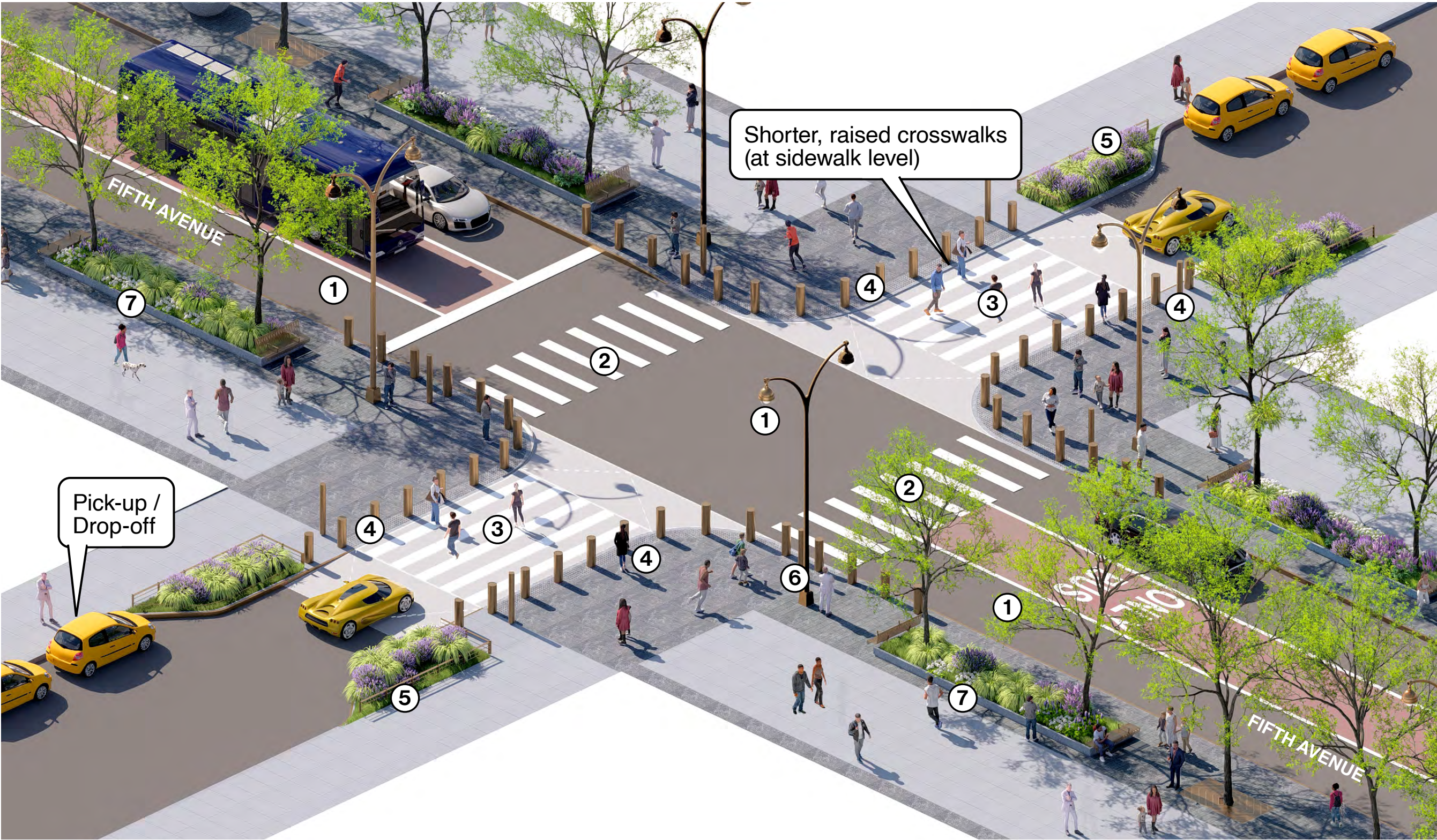


Notes:
Crosstown bus routes include 42nd, 44th, 49th, 50th, 57th, 59th and 60th Streets.

- Legend**
- Raised Crosswalks
 - ⊕ Tabled Intersections

Raised Crosswalks

Axonometric



- 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

Notes:
North/ South crosswalks have been reduced by 4' to 11-feet.
East/West crosswalks have been reduced by 21-feet.

Tabled Intersection

Axonometric



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

Notes:
North/ South crosswalks have been reduced by 4' to 11-feet.

East/West crosswalks have been reduced by 21-feet.

Existing Crosswalks

54th Street facing south



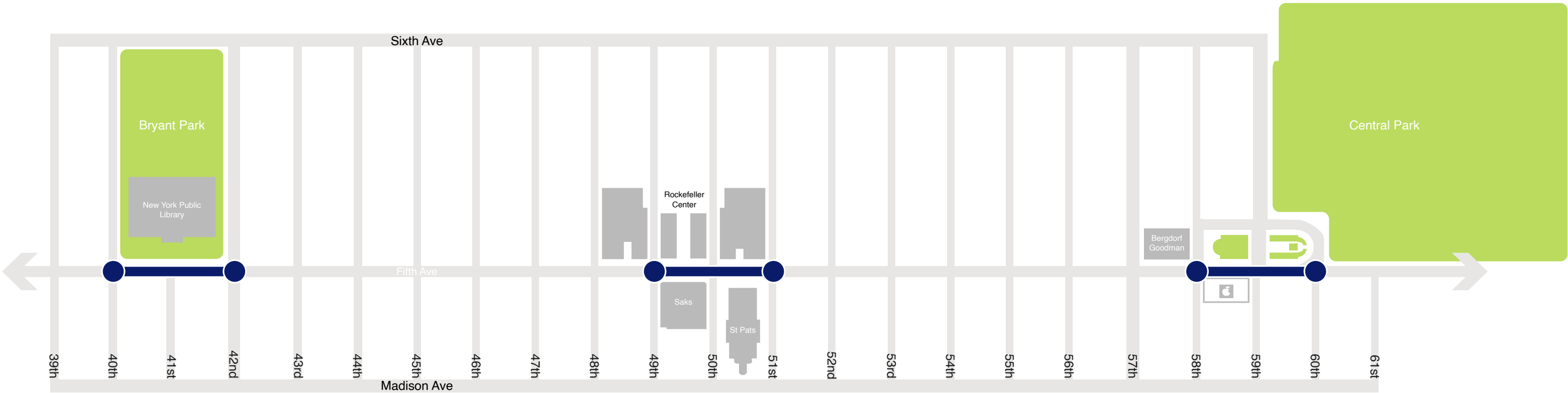
Proposed Raised Crosswalks

54th Street facing south



Piazza Blocks

Qualitatively different midtown destinations



NYPL &
Bryant Park



Rockefeller Center,
Saks & St. Patrick's



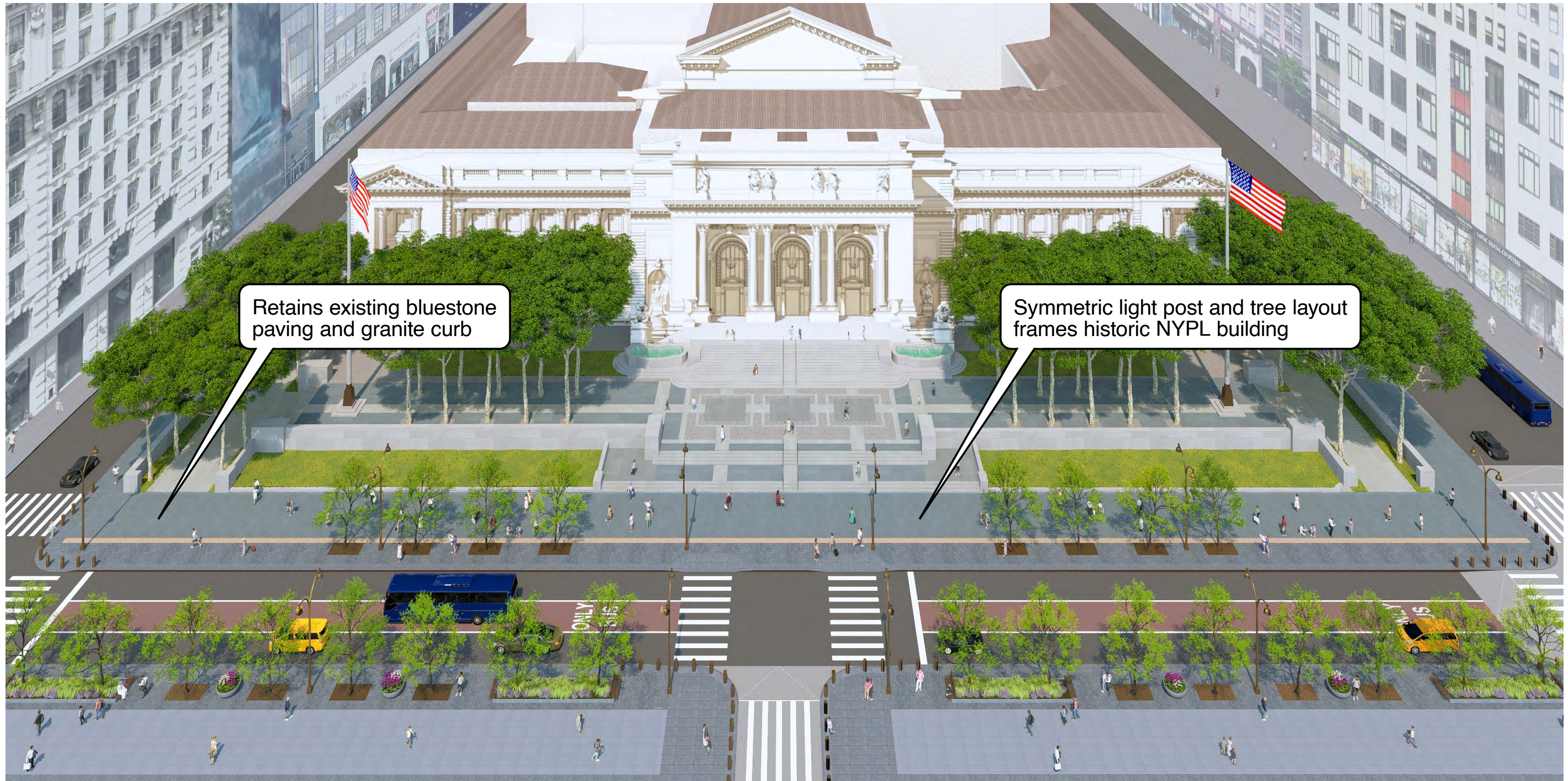
Apple Plaza &
Grand Army Plaza



LEGEND
● — Piazza Blocks

NYPL Piazza

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



NYPL Piazza

Existing conditions



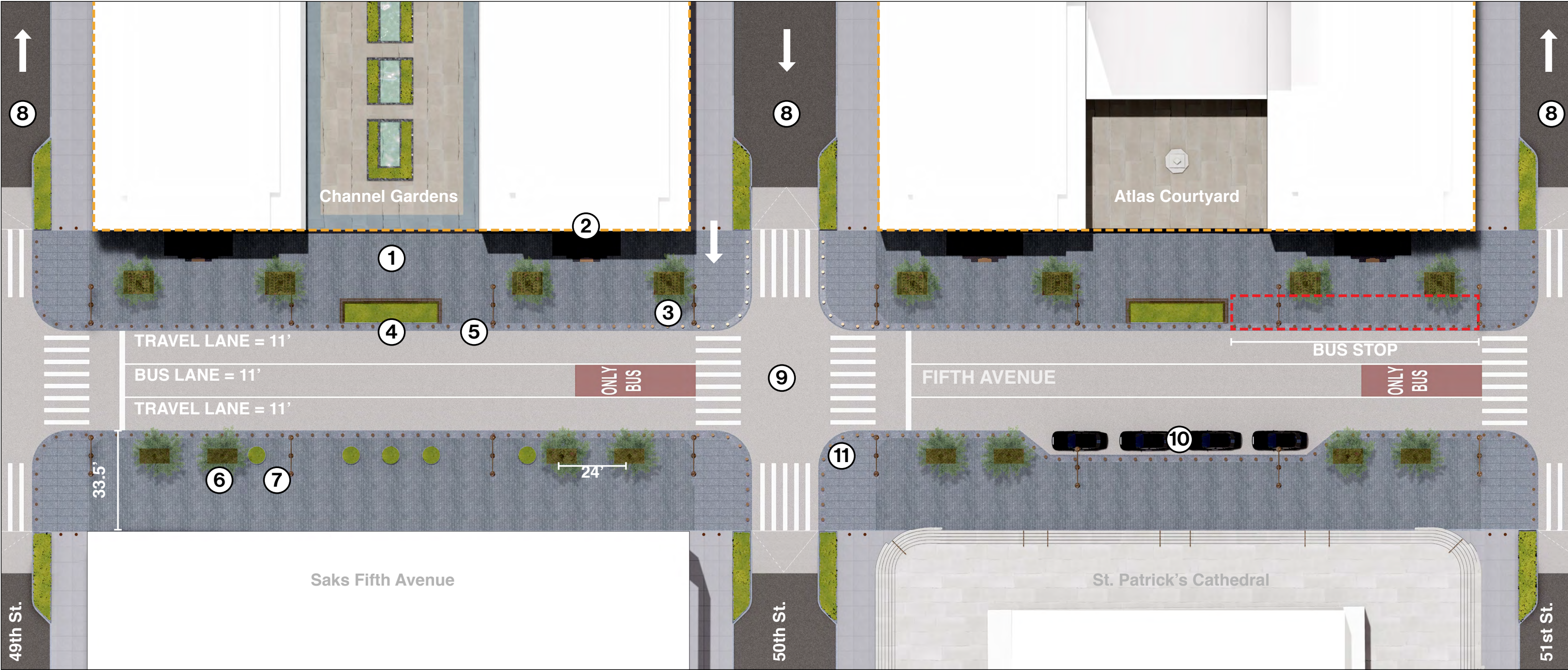
NYPL Piazza

Proposed streetscape design



Central Piazza

Proposed plan between 49th and 51st Streets



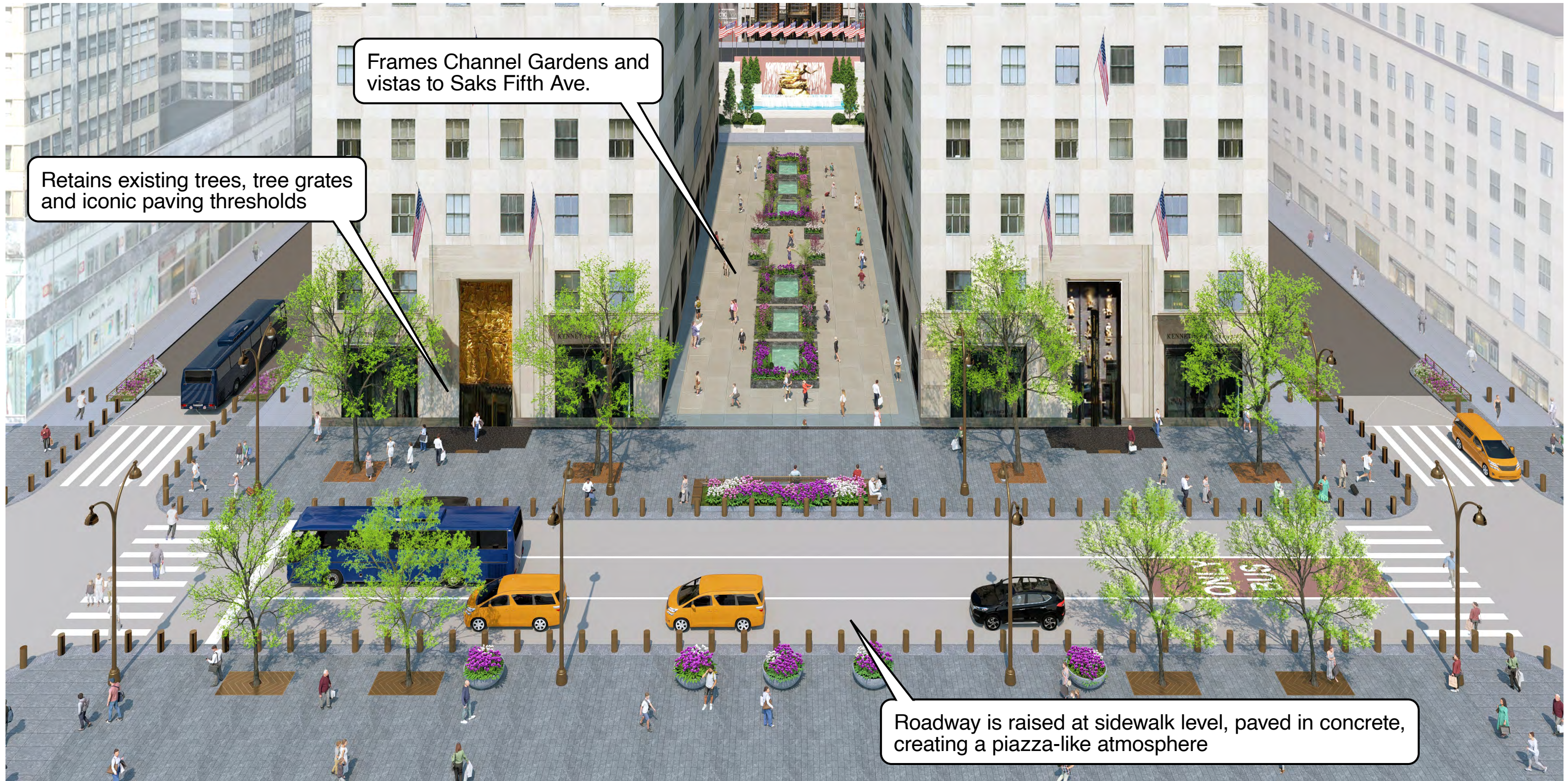
- ① sidewalk- new granite stone
- ② existing distinctive paving to remain
- ③ existing tree grate and tree to remain
- ④ semi-raised planter w. seating
- ⑤ new light post
- ⑥ new tree on tree grate
- ⑦ freestanding planter
- ⑧ asphalt roadway
- ⑨ sidewalk level concrete roadway

- ⑩ pick-up drop off area
- ⑪ bollard
- limits of LPC jurisdiction

Notes:
All blocks shown, apart from Saks, currently have bollards
Existing bus stop between 49th and 50th is proposed to be removed.

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 Rockefeller Center, facing Saks Fifth Avenue



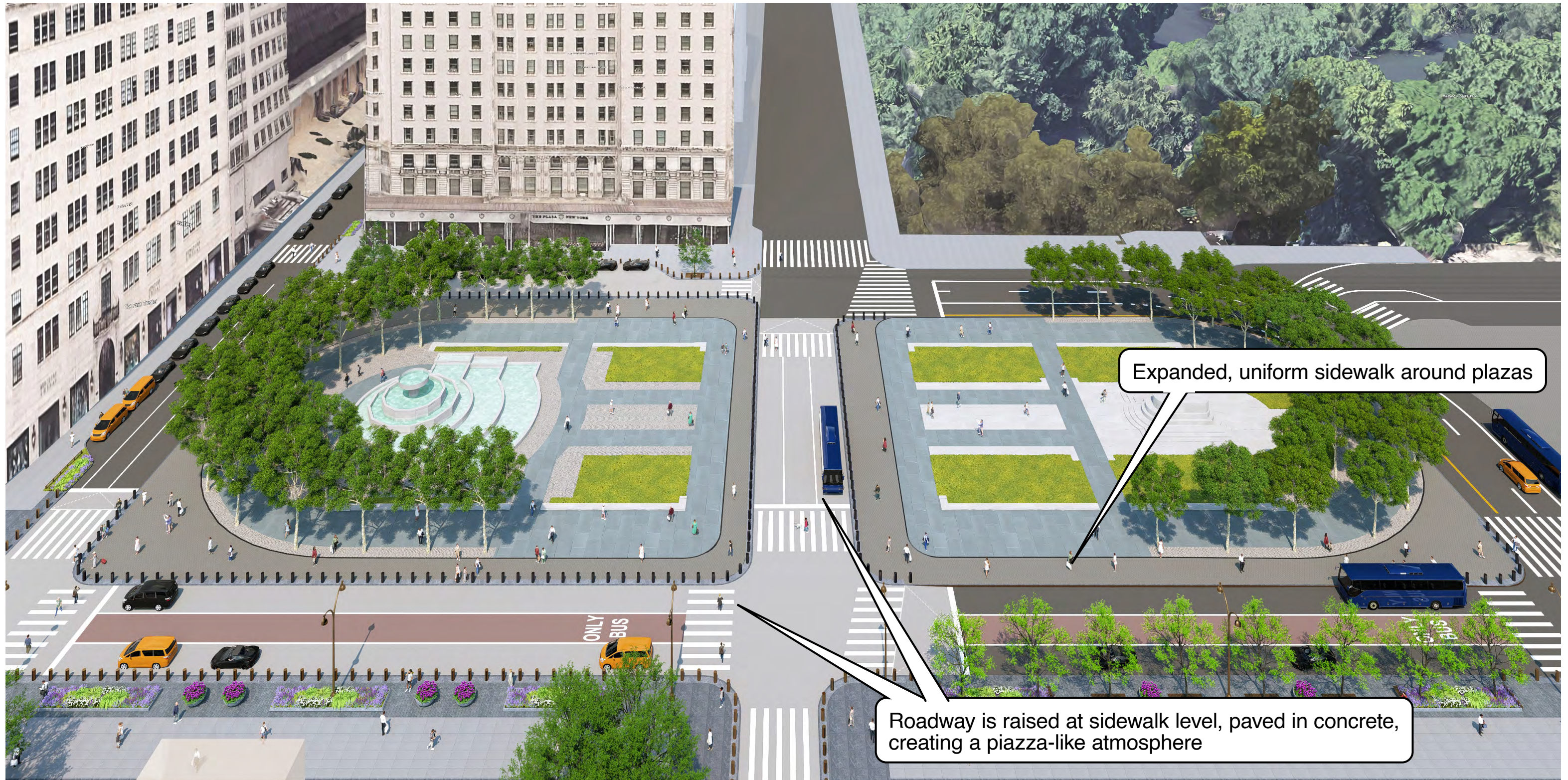
Central Piazza

Proposed streetscape improvements on sidewalk along Rockefeller Center



Northern Piazza

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



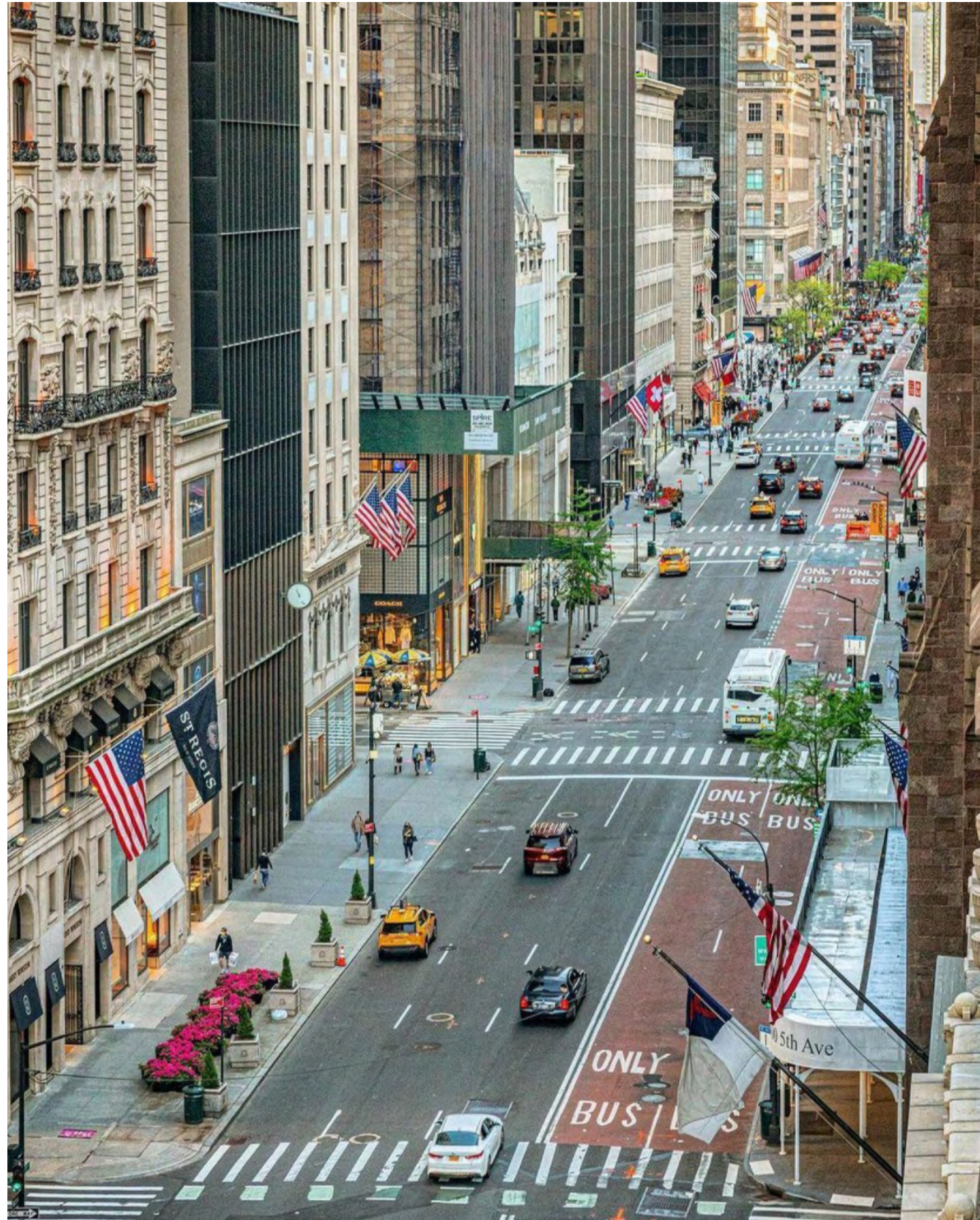
Utility Infrastructure

Coordinating below grade construction

- Ongoing coordination with ConEd and DEP
- The team has identified infrastructure that needs to be upgraded or repaired
- The plan is to replace all the old infrastructure at same time as public realm improvements in an effort to minimize disruption in the future



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: **enlarged by 10.5 feet each**, from 23 feet to 33.5' feet
- **231** new trees
- **20,000 sf** of new planters
- **Up to 33% reduction** in N/S crosswalk length: **reduced by 4 to 11 feet**, from 33 feet down to 22 feet
- **38% reduction** in E/W crosswalk length: **reduced by 21 feet**, from 54 feet to 33 feet



Proposed renovation looking south