

A wide-angle photograph of the main concourse of Grand Central Terminal. The image captures the iconic vaulted ceiling with its green-painted dome and intricate architectural details. Large arched windows with metal grates allow natural light to filter in. The space is filled with people, some standing and others in motion, creating a sense of a busy transit hub. A large American flag is visible on the right side. In the center, there's a circular information kiosk. The overall atmosphere is one of grandeur and historical significance.

# The Next 100

## Foster + Partners







**750,000**

people pass through Grand Central daily

**1,000,000**

people on peak days

**660**

people per minute through platforms in rush hour

**7,500**

people per hour pass 42<sup>nd</sup> and Vanderbilt intersection



# Capacity and Overcrowding

1913 - 75,000 Passengers per day



2010 - 750,000 Passengers per day





# Additional construction

## 2nd Avenue Subway Opening 2016



## East Side Access Lines Opening 2019



## East Midtown re-zoning



**In 1913 Pedestrians and vehicles comfortably co-existed**





**In 2012 the Streets dominated by traffic - pedestrians marginalized**



**Over 80 % of passengers arrive by foot**

# 1925 - Grand Central was prominent in the city





2012 - It has been subsumed



To look  
**Forward**  
you have to look  
**Back**



# Visionary New York

## 1911- King's Views of New York



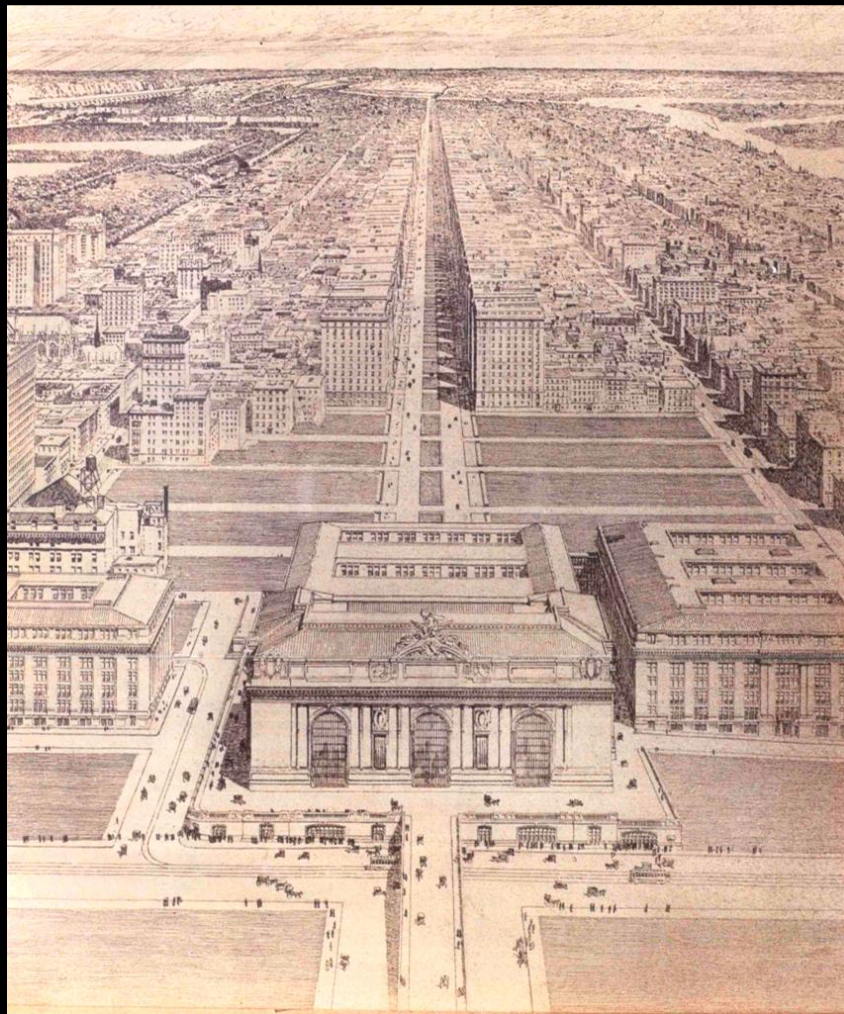
Louis Biedermann

## 1913- Terminal City



Warren & Wetmore, Reed and Stem

# 1913 – Park Avenue





1913 - Park Avenue

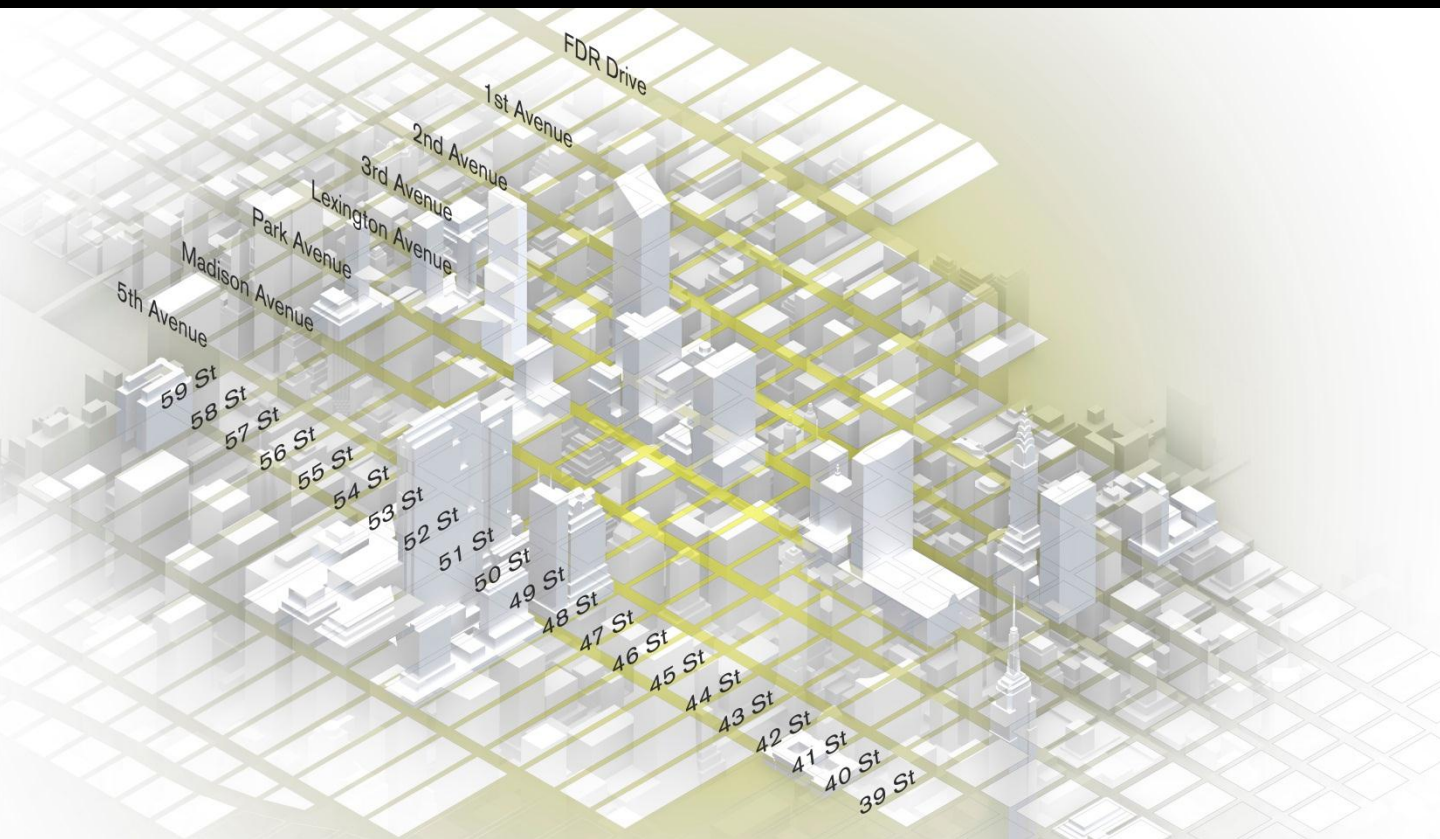


1922 – Park Avenue

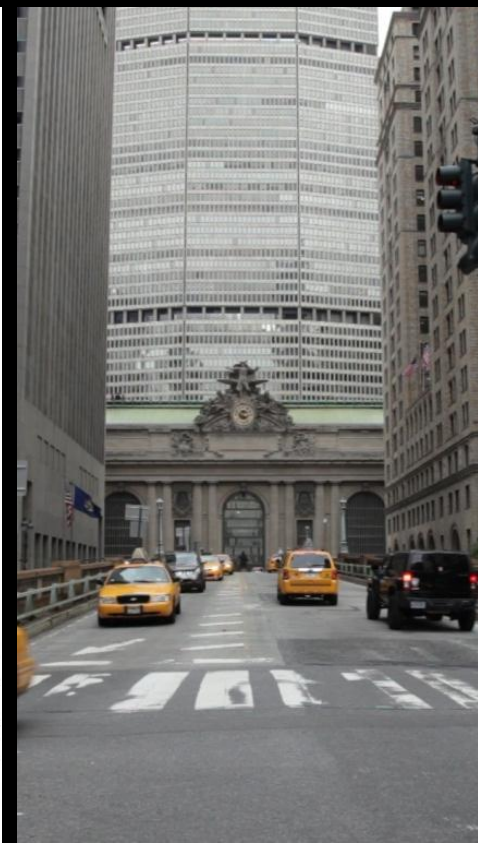




# City Grid



# Landmarks





**Looking  
Forward**

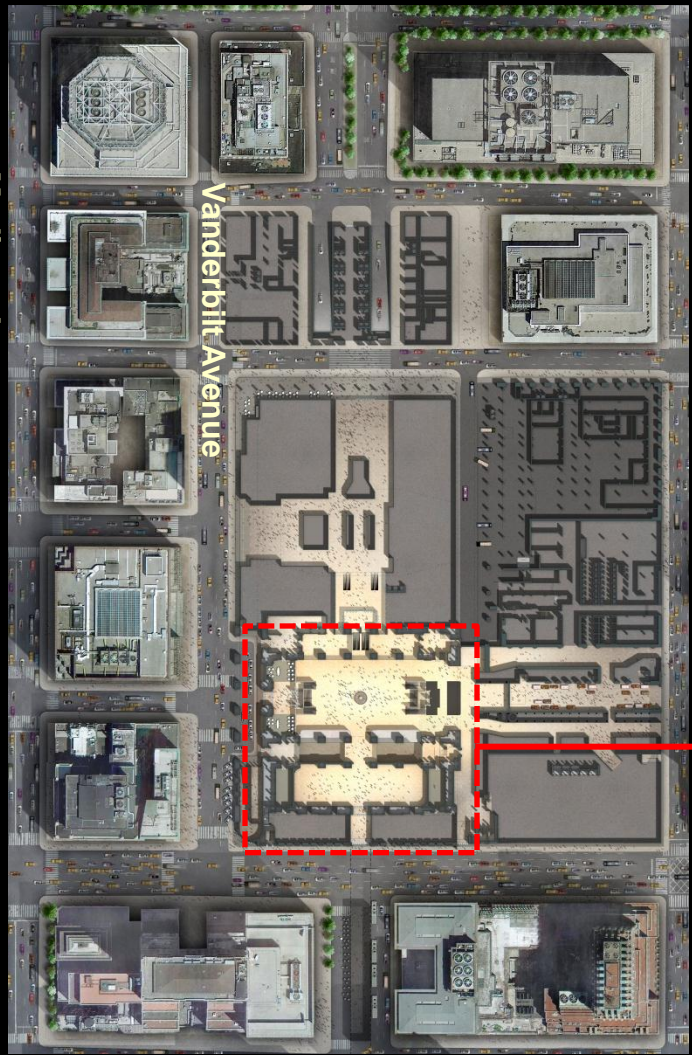
2012 - Existing

47<sup>th</sup>  
46<sup>th</sup>  
45<sup>th</sup>  
44<sup>th</sup>  
43<sup>rd</sup>  
42<sup>nd</sup>  
41<sup>st</sup>

Madison Avenue

Vanderbilt Avenue

Lexington Avenue



Great internal space  
No external civic space

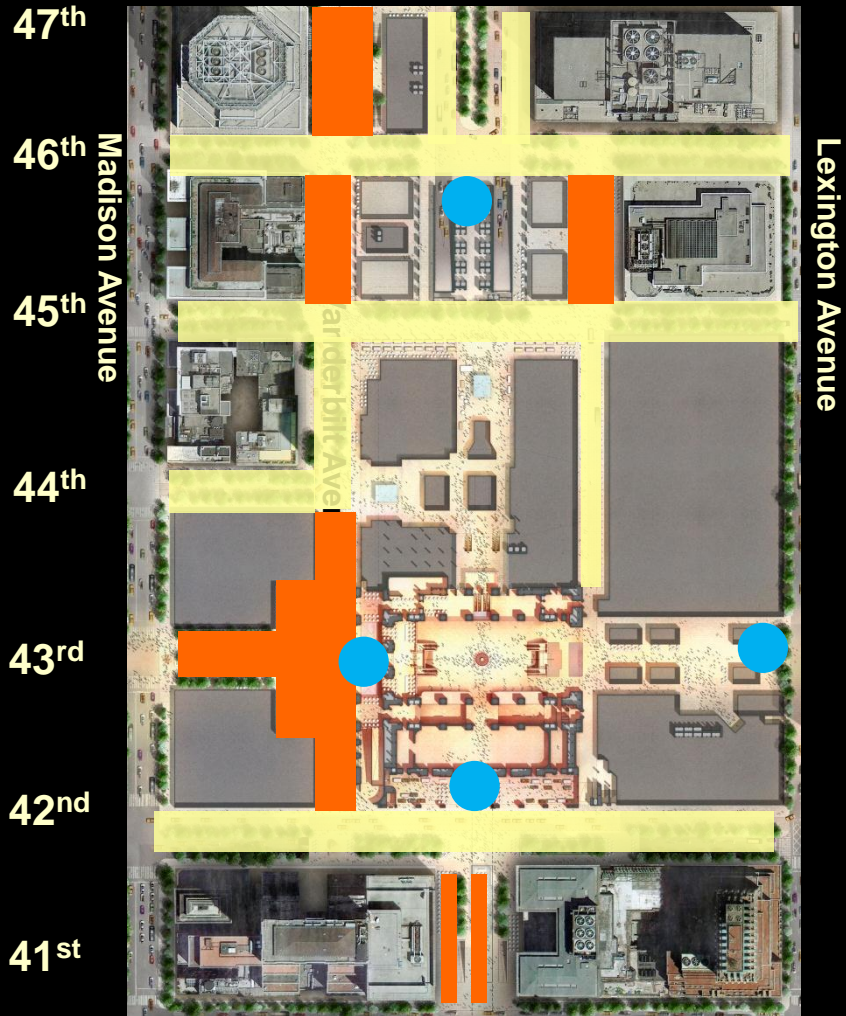


# The Future opportunities?

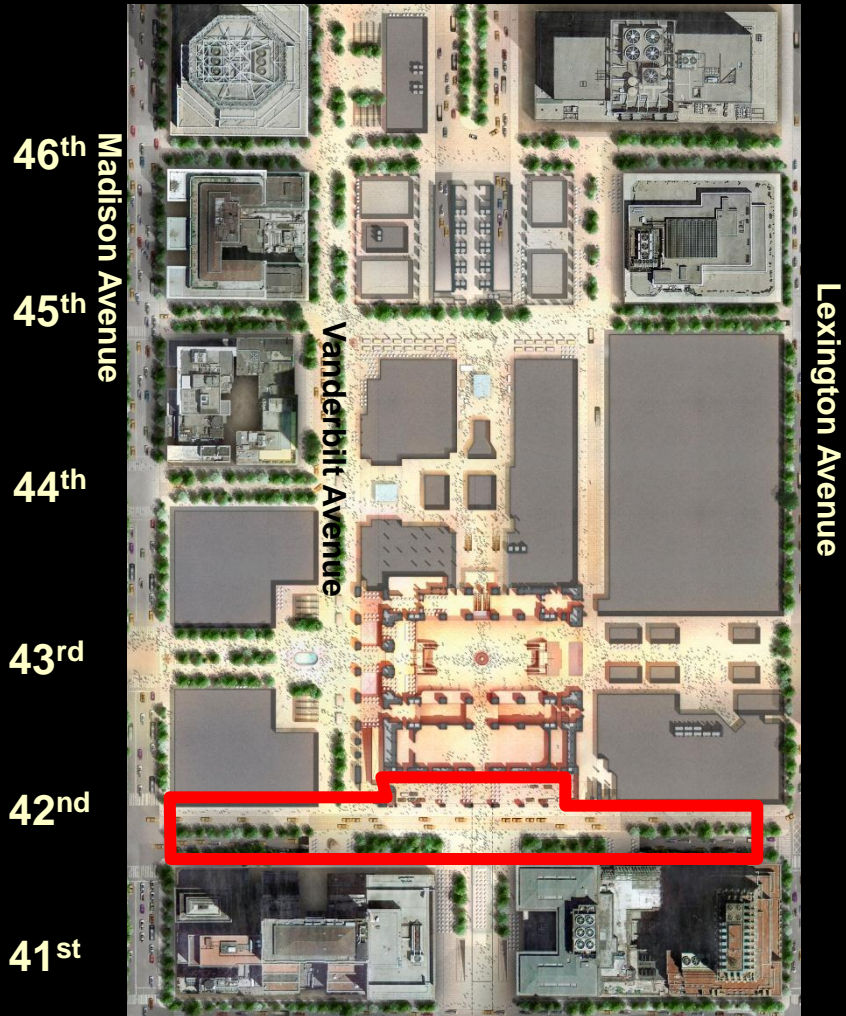
Pedestrian zones

Improved Entrances

Shared streets



# South Entrance and 42<sup>nd</sup> Street

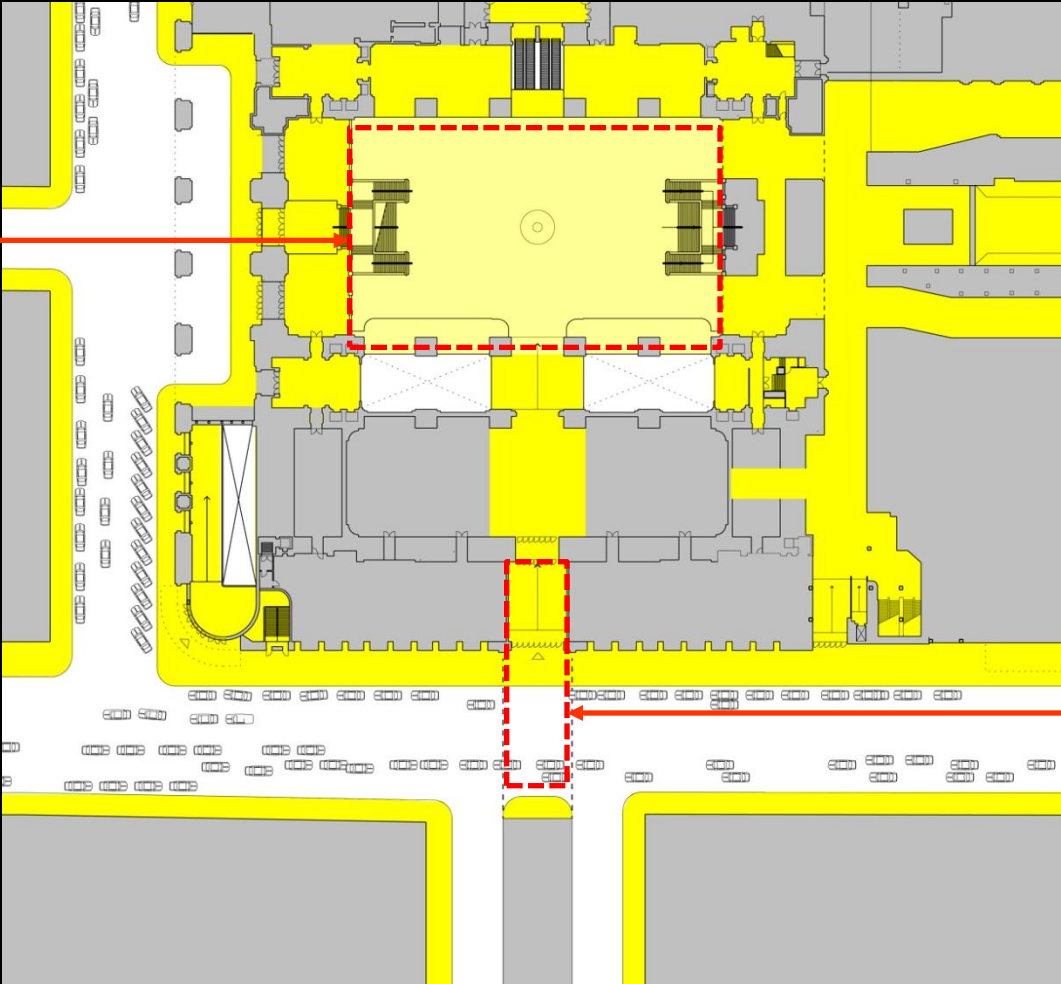




# 2012 Grand Central - South Entry



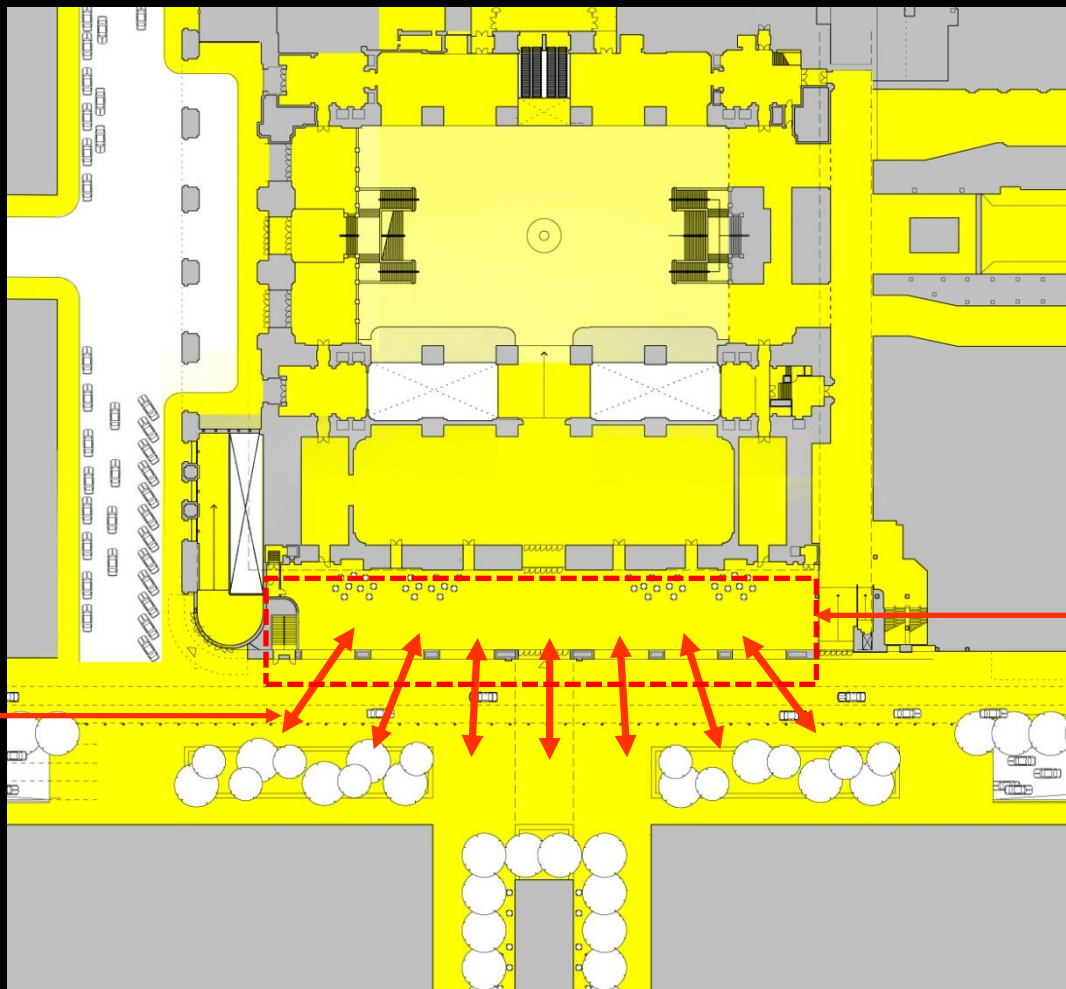
Great internal space



But access is severely constrained

# Future Grand Central Southern Entry

Improved  
Accessibility



New shared  
civic space

42<sup>nd</sup> Street



# 2012 - Poor setting and difficult to access



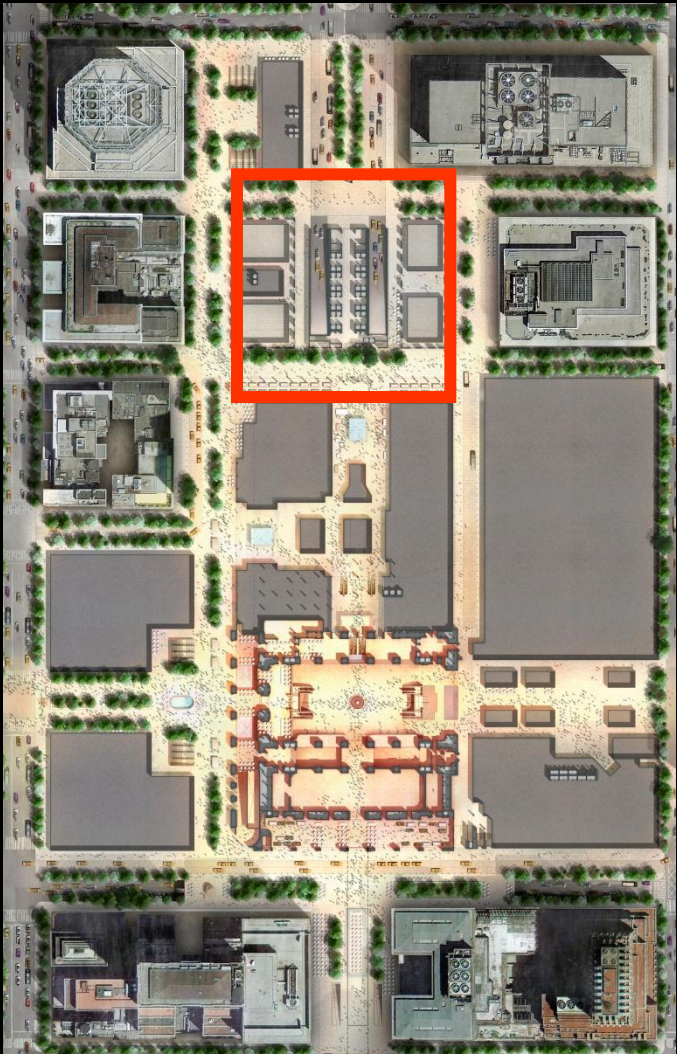


## Future - Improved setting with improved access





# Helmsley Building



2012 - Approach to Grand Central from Park Avenue





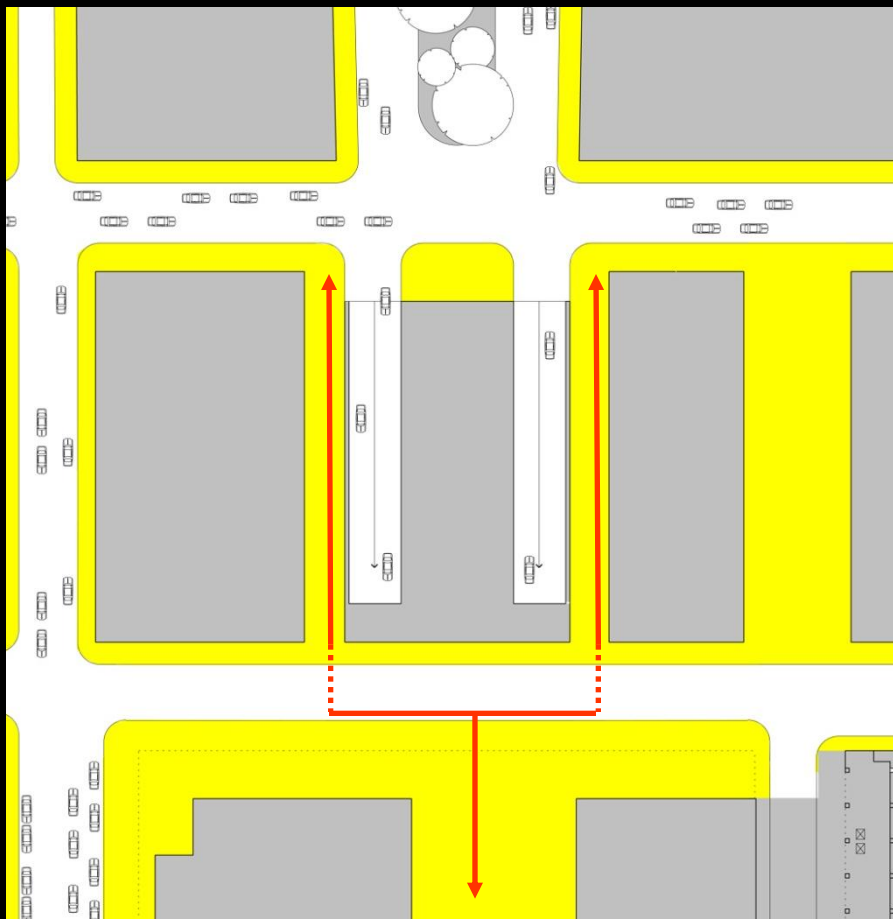
2012 - Approach to Grand Central from Park Avenue

Vehicle priority over pedestrian



# 2012 – Poor pedestrians route to and from Grand Central via Met Life

Park Avenue

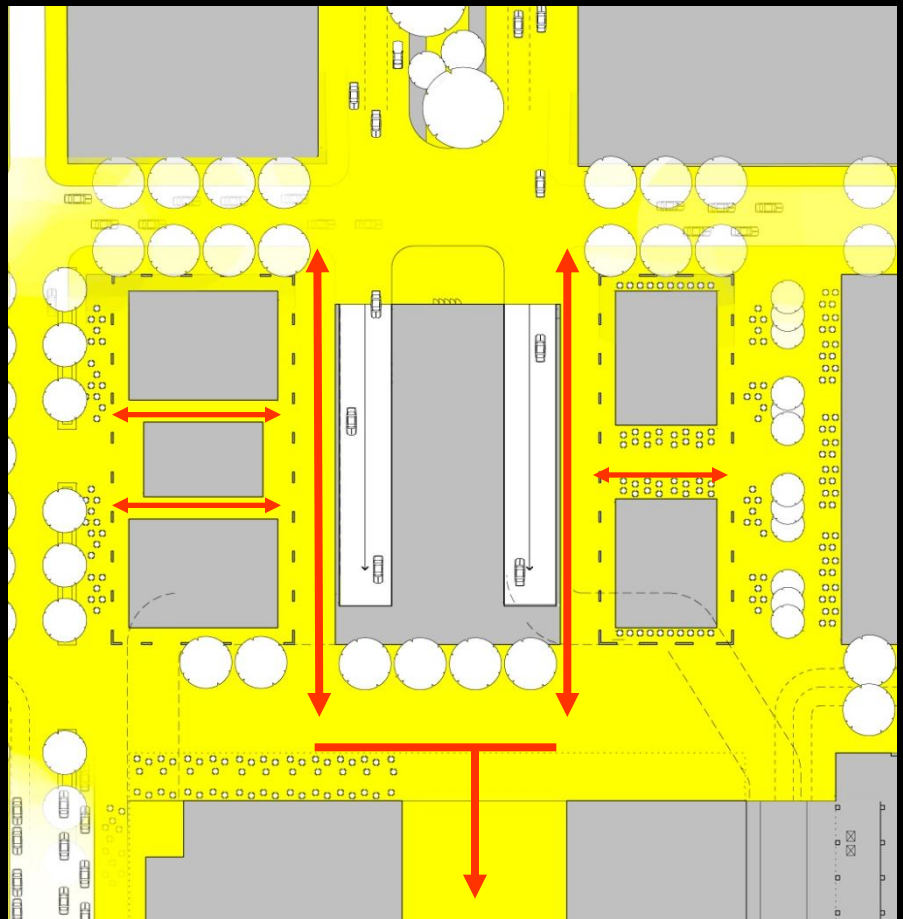


Low and Narrow Tunnels



# Future - Enlarged tunnels and more public space

Park Avenue



To Grand Central via Met Life



2012

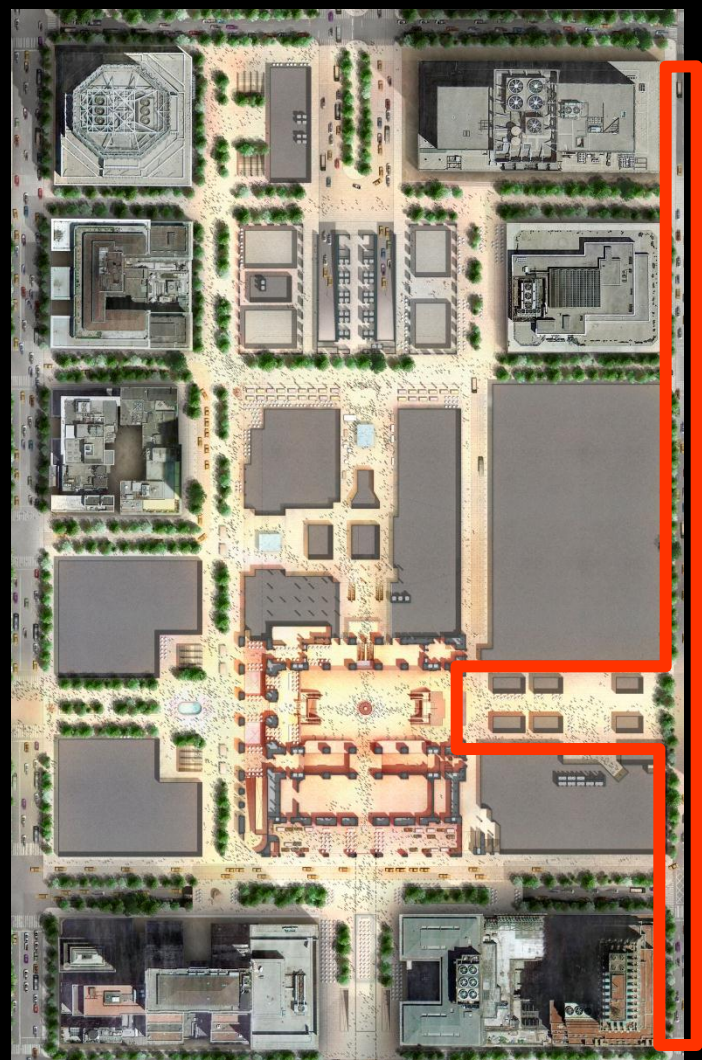




# Future – Opportunities for retail, art, dining and exhibition spaces



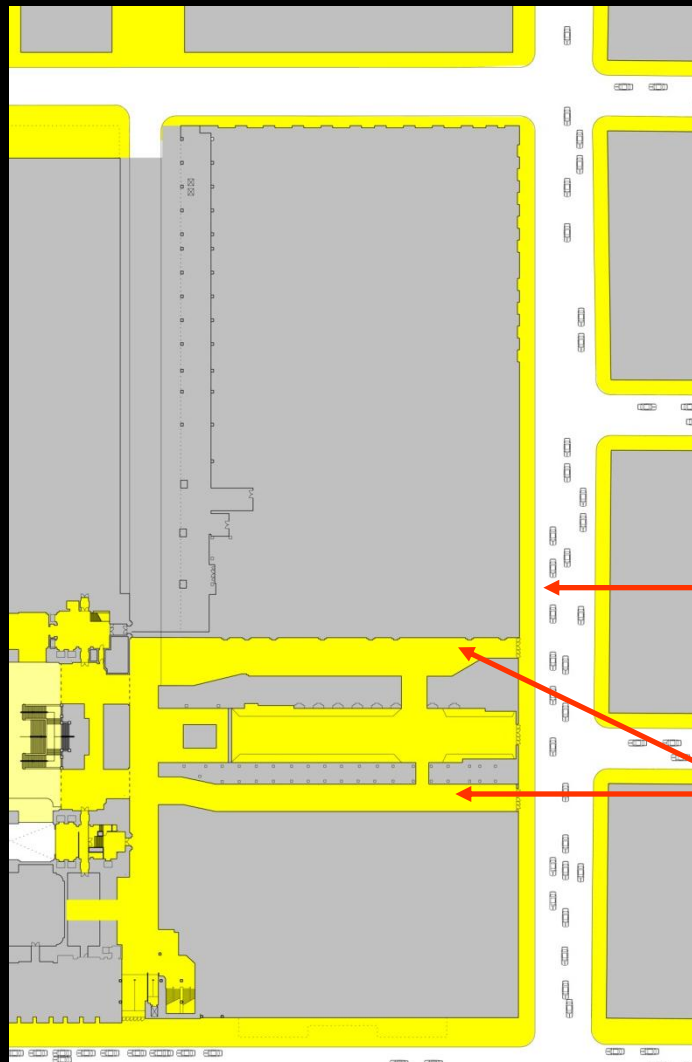
# Lexington Avenue



Lexington Avenue and  
Eastern Entrances



2012

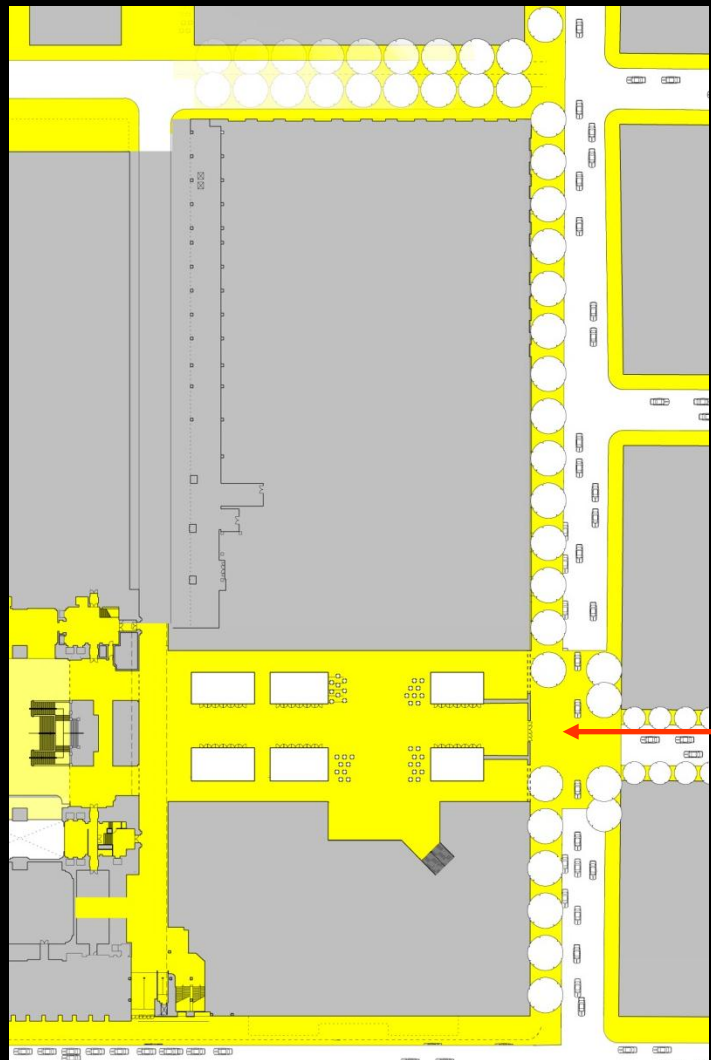


**Entrance too discreet**

**Narrow sidewalks**

**Awkward tunnels**

# Future



**Wider tunnels**

**More prominent entrance**

**Shared pedestrian and  
vehicular space**



2012 Lexington Avenue



2012 Lexington Avenue



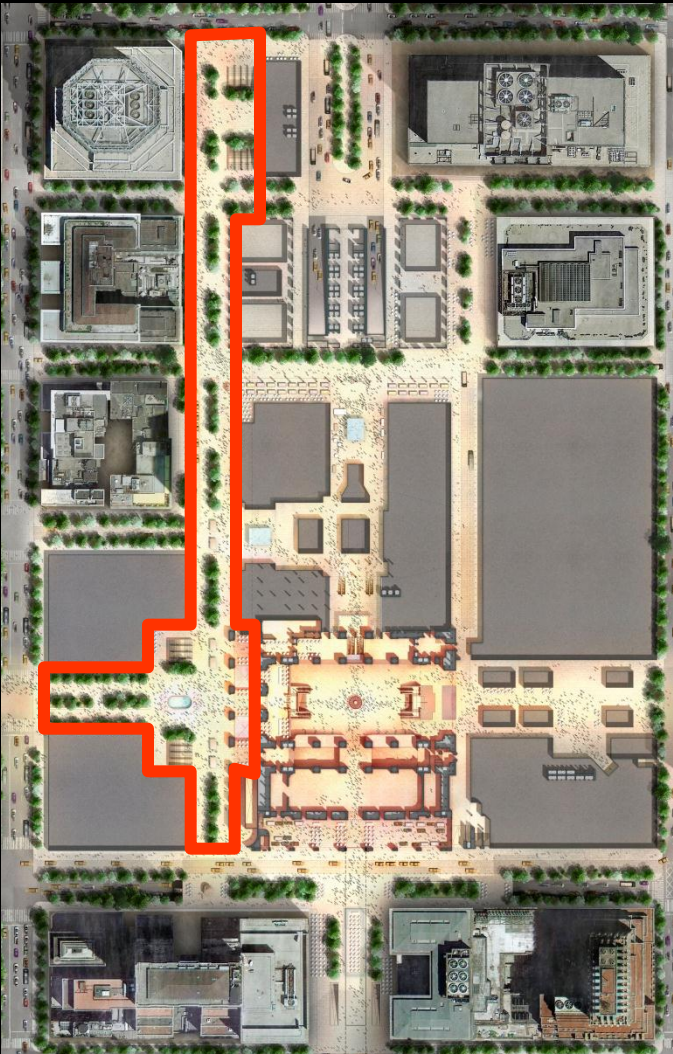


# Future Lexington Avenue





# Vanderbilt Avenue





# 2012 Vanderbilt Avenue

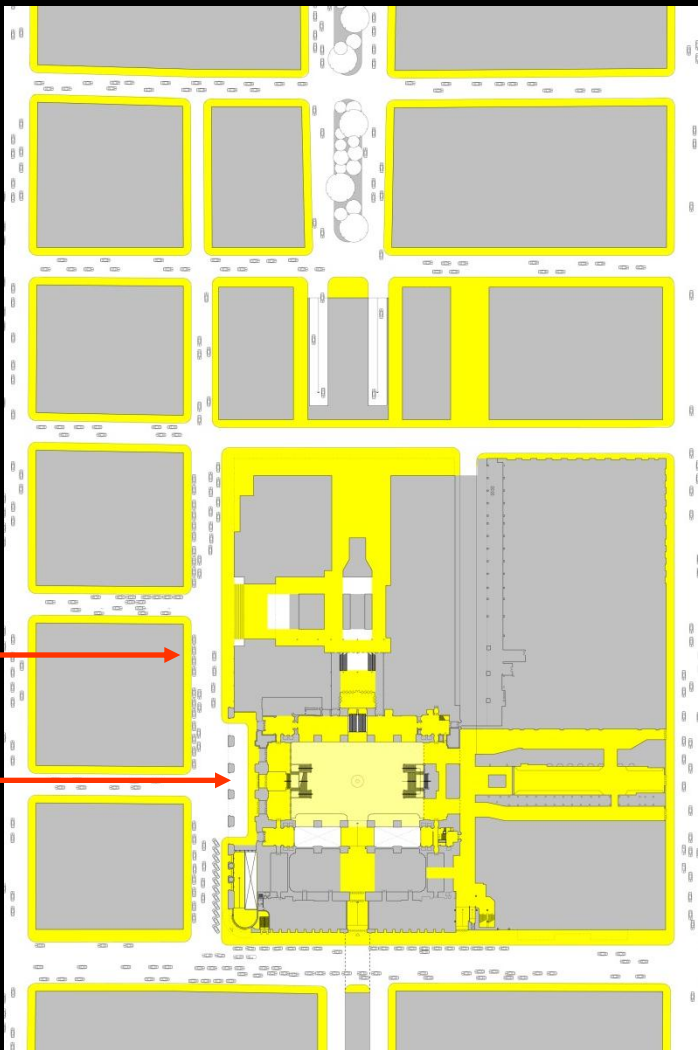
Tight sidewalks



No entrance space



Too many cars!

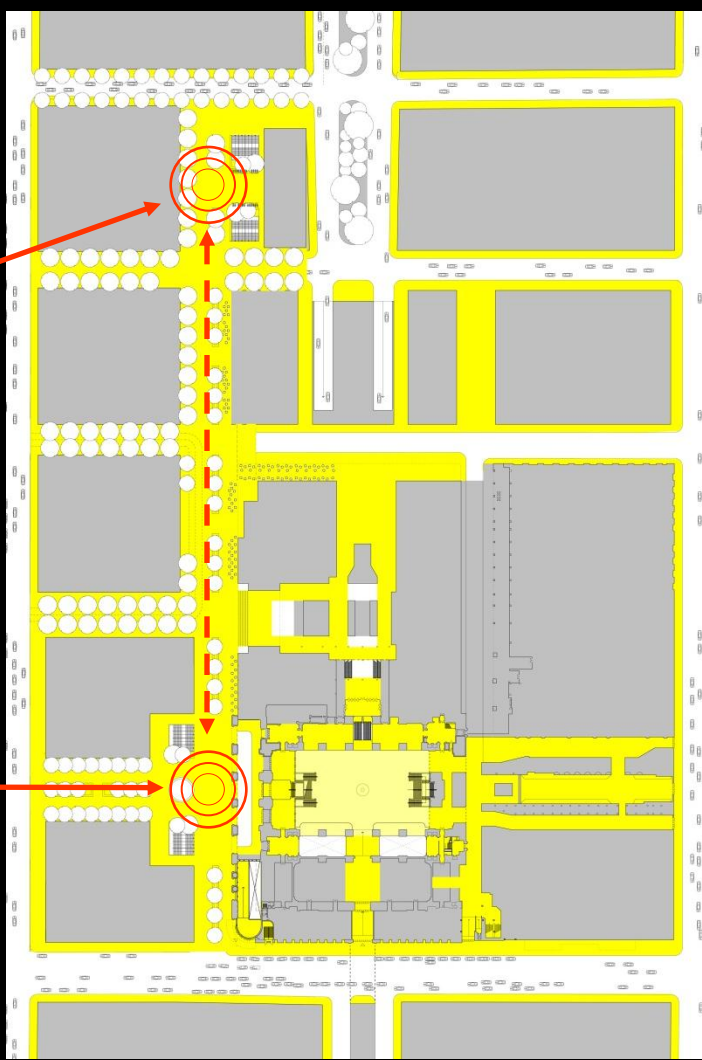


**Future Vanderbilt Avenue**

**New Plaza at  
East Side Access Entrance**

**Pedestrianized street**

**New Plaza at  
Western Entrance**





2012 Vanderbilt Avenue



2012 Vanderbilt Avenue





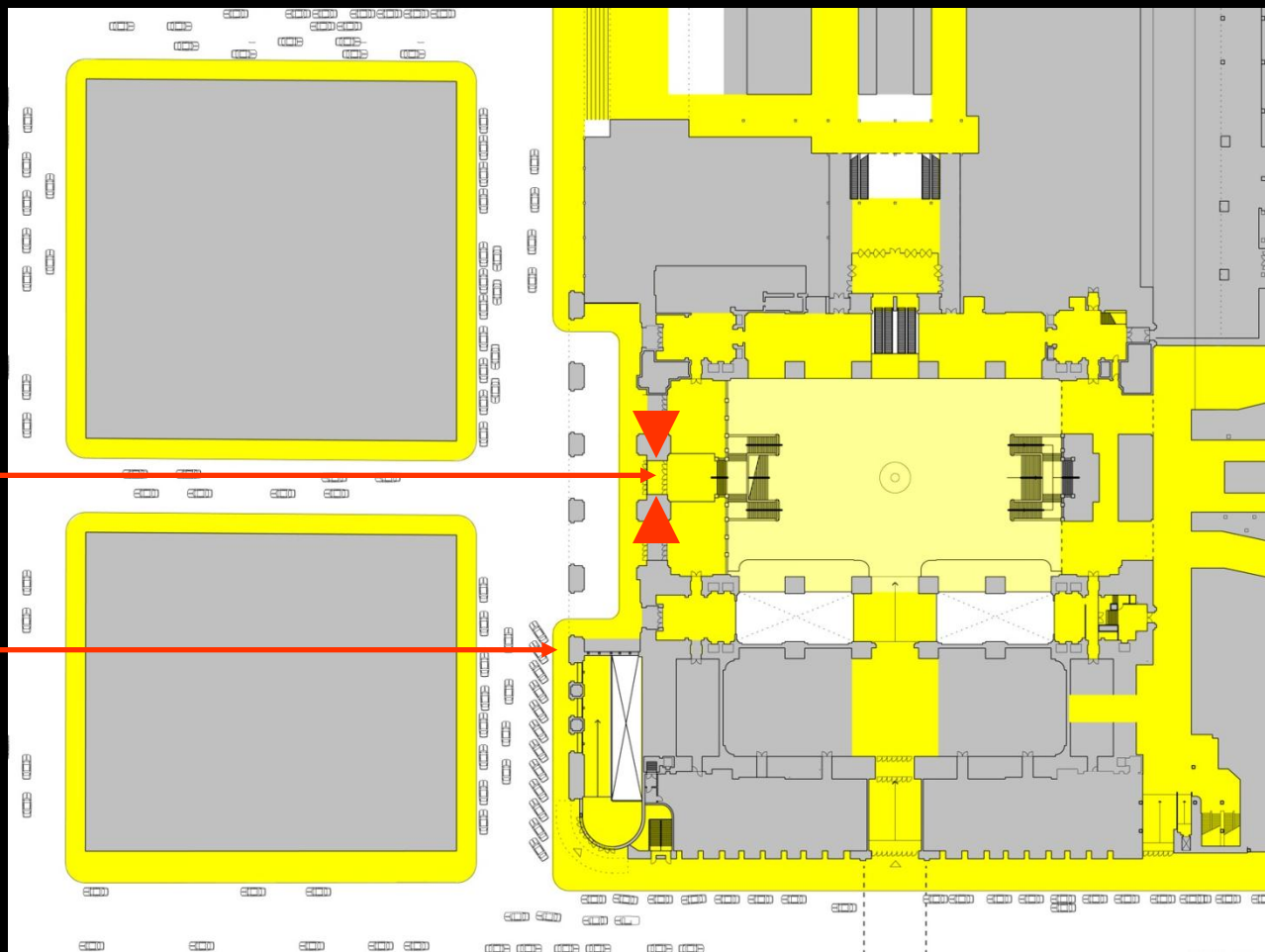
# Future Vanderbilt Avenue



# 2012 Western Entrance

Tight entrance

Pedestrians  
Squeezed onto  
narrow sidewalks

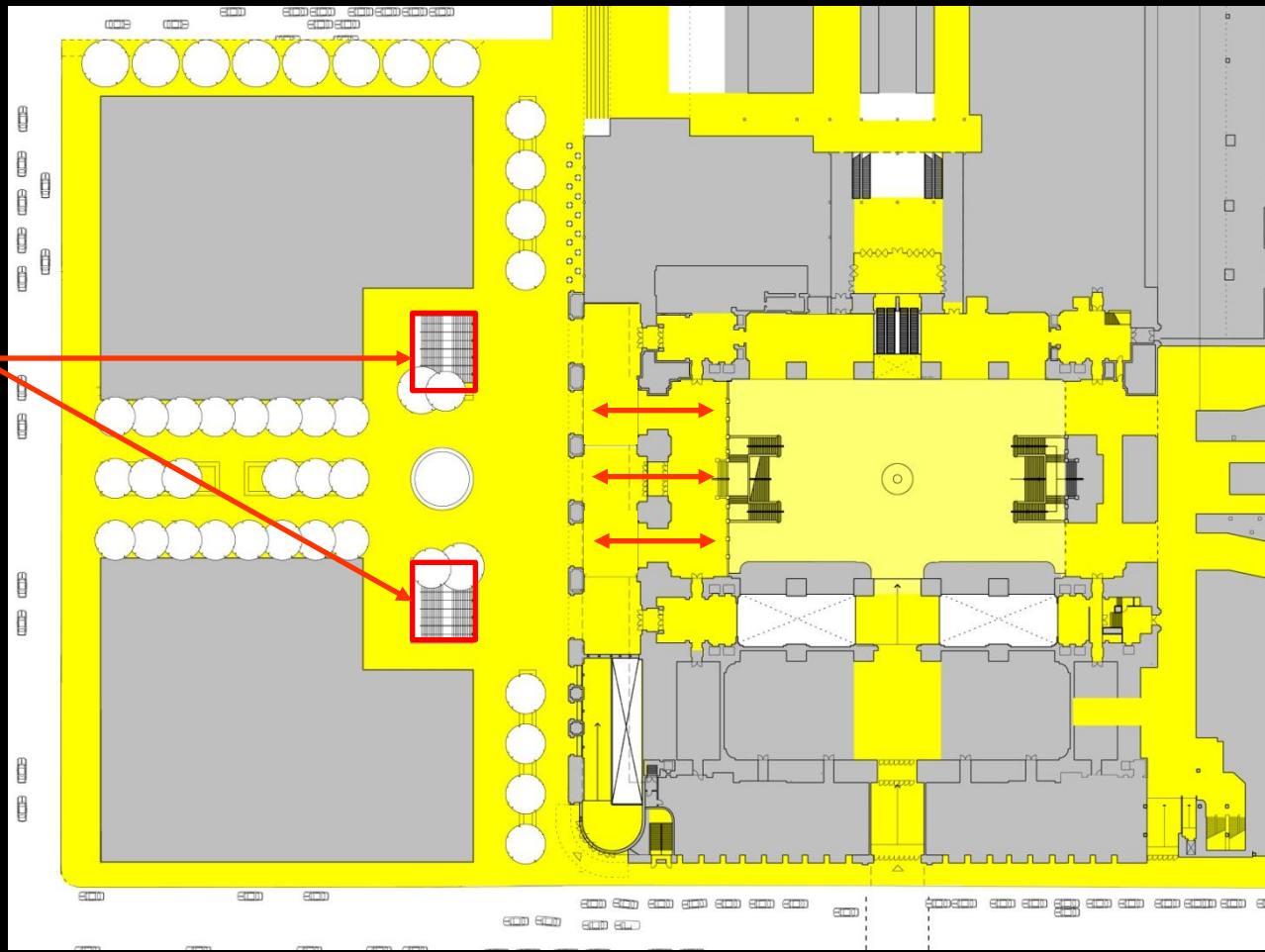




# Future Western Entrance

New grand entrances

New civic plaza





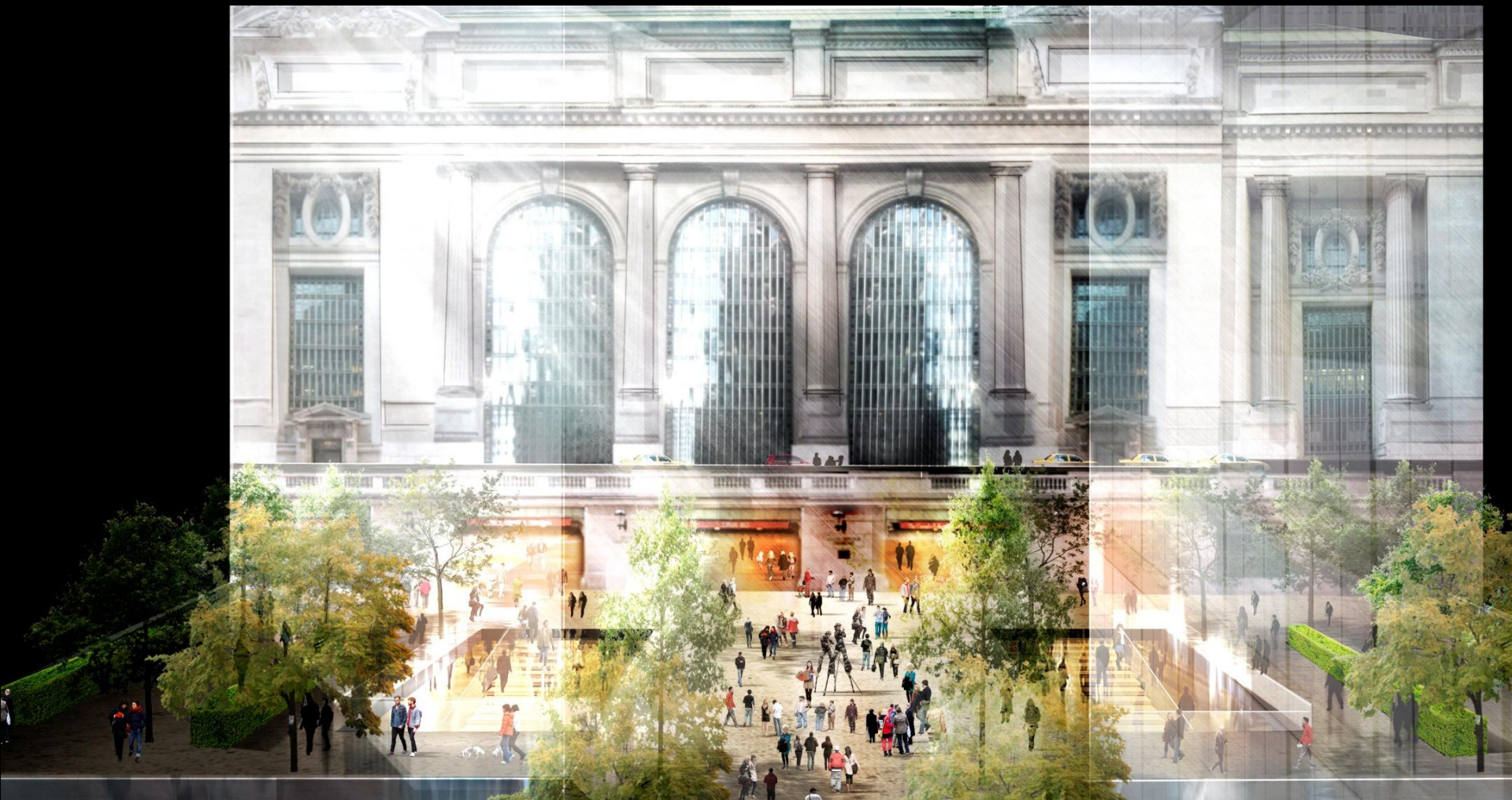


# 2012 Western Entrance





# Future Western Entrance

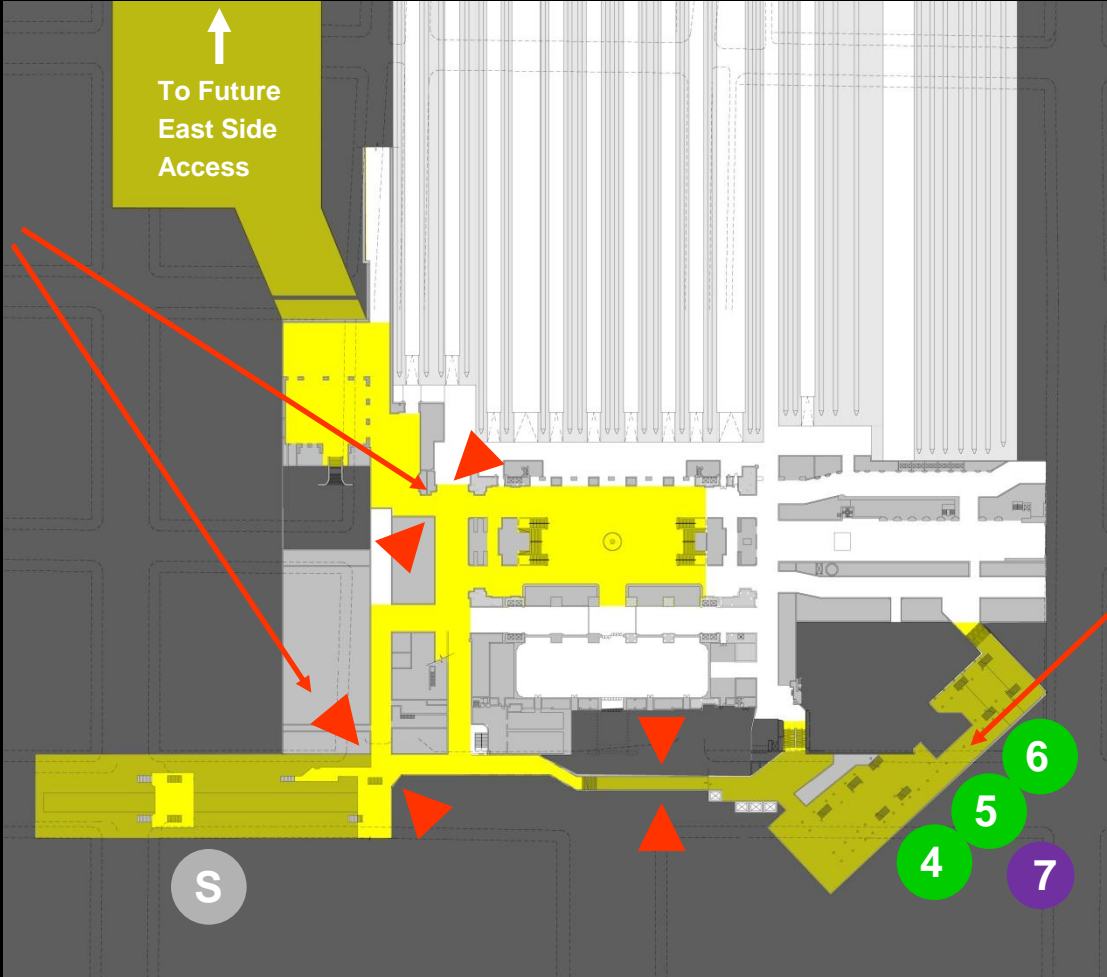




# Lower Layers

2012

Tight connections



Overcrowded platforms

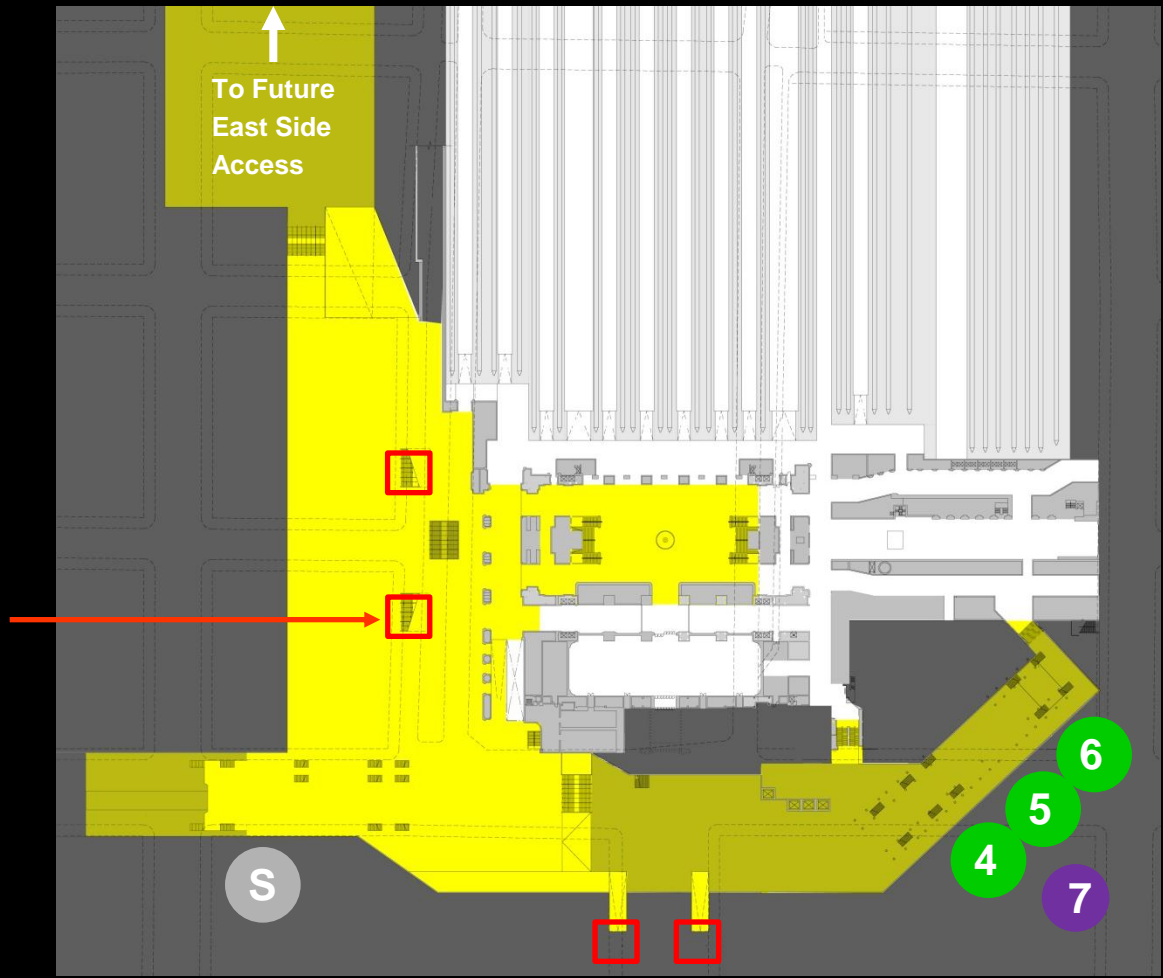


**Future**

**Good  
Connections**

**Generous  
Concourses**

**New Entrances**



# 2012 Western Concourse



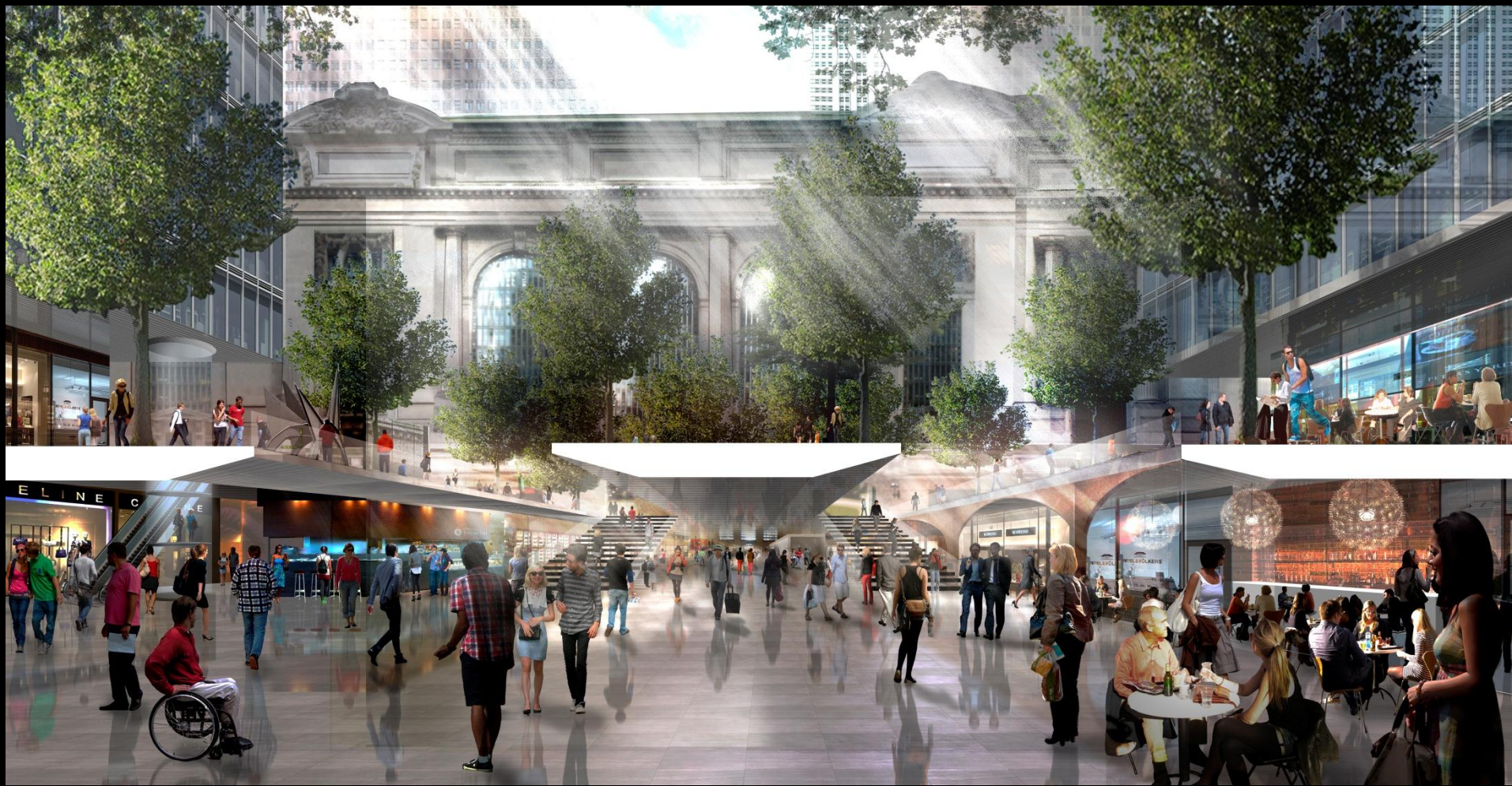


# Future New Western Concourse





# Future New Western Concourse





# The Next 100

Better Entrances

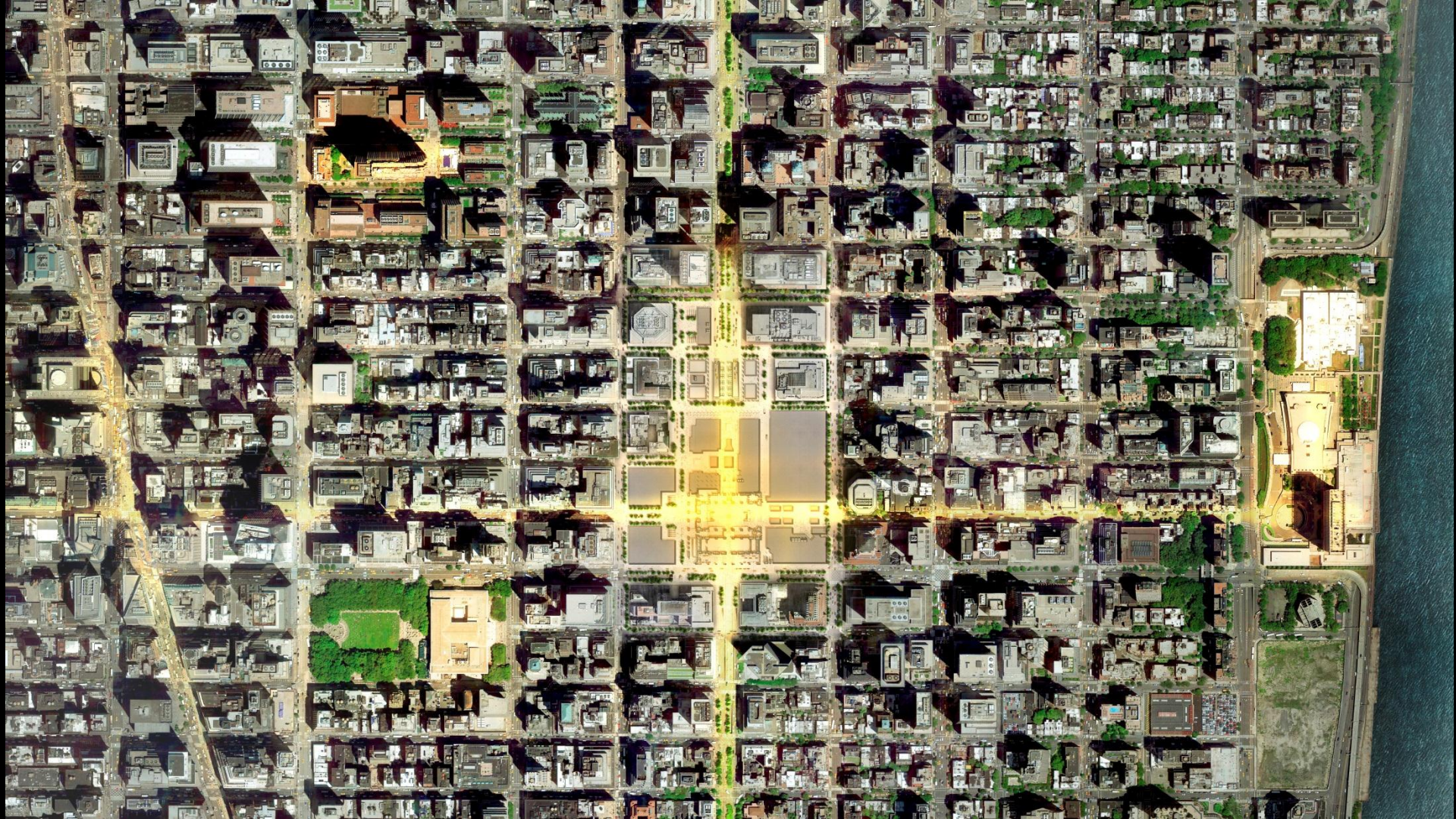
Better Connections

Outside Pedestrian Space

Civic Stature Regained









































2012 **MAS SUMMIT**  
**FOR NEW YORK CITY**  
OCTOBER 18-19 | MAS.ORG

**#SummitNYC**



