South St at Battery Park Underpass
Corridor Mobility Improvements

New York City Department of Transportation
Presented by Pedestrian Projects Group on April 1, 2015 to CB1 Financial District Comm.
Existing Issues

• Traffic on local streets conflicts with heavy pedestrian crossings
• Congestion on local streets to 9A and Hugh L. Carey tunnel
• High speeds on FDR Dr entering Battery Park Underpass
Existing Issues

Local streets used to access 9A/Hugh Carey Tunnel
Existing Issues

Three wide lanes and 40mph speed limit encourage high speeds on FDR Dr approaching Exit 1/Battery Park Underpass.
Existing Issues

Downhill slope and open lanes encourage high speeds off Exit 1/into Battery Park Underpass
Proposed Plan

1. Open entrance from South St to FDR Dr/Battery Park Underpass
2. Reduce speed limit on FDR Dr to 30mph
3. After Exit 2, reduce FDR Dr to two moving lanes
4. Improve curbside parking regulations along South St
Proposed Plan

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Proposed Plan

New route from South St bypasses local streets for 9A/Hugh Carey Tunnel entrance
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Signage will reflect new speed limits

- 40 mph
- 30 mph
- 25 mph
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1. Open entrance from South St to FDR Dr/Battery Park Underpass
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Existing Issues Addressed

- Traffic on local streets conflicts with heavy pedestrian crossings
- Congestion on local streets to 9A and Hugh L. Carey tunnel
- High speeds on FDR Dr entering Battery Park Underpass
Overview of Improvements

1. Remove jersey barriers and flexible delineators from South St and install and sign a formal merging condition, allowing access to the Battery Park Underpass from South St

2. Drop speed limit to 30mph after Exit 2, and down to 25mph at Exit 1 and the entrance to the Battery Park Underpass

3. Mark two moving lanes on FDR Dr south of Exit 2, matching entrance to the Battery Park Underpass

4. Remove parking adjacent to garage driveway on South St, improving sight lines and eliminating need for truck double parking