



CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD No. 4

330 West 42nd Street, 26th floor New York, NY 10036
tel: 212-736-4536 fax: 212-947-9512
www.ManhattanCB4.org

WALTER MANKOFF
Chair

ANTHONY M. BORELLI
District Manager

June 6, 2005

Michael DeGidio, Project Manager
Port Authority of New York and New Jersey
1 Madison Avenue, 5th Floor
New York, NY 10010

Re: Priorities for signage for Lincoln Tunnel-bound traffic

Dear Mr. DeGidio:

We are writing this letter as a supplement to our April 13, 2005 letter, at your request, to indicate our top priorities related to the proposed installation of new electronic signs around the Lincoln Tunnel's access routes. As we have communicated in writing on several occasions, our top priorities are vehicular traffic mitigation and pedestrian safety.

We find the signage proposal to be excessive with regard to the number, style, and size of the signs. Individually and as a "smart sign" system, they indicate the continued treatment of Hell's Kitchen as an entryway to the Lincoln Tunnel, rather than a vibrant, primarily residential neighborhood.

Our Transportation Planning Committee has discussed this matter and concluded that without a comprehensive solution to the pedestrian safety crisis on Ninth Avenue and Midtown's westbound access streets, addressing the placement and size of "smart" signs will have limited value in addressing traffic related problems.

Our first priority would be to reduce the number of signs – from the proposed 11 signs to 5 or 6 signs. Given the pedestrian nature of Ninth Avenue, we do not support any of the proposed locations on Ninth Avenue. On Tenth Avenue, a maximum of 2 signs should be replaced and none added – the current proposal of 4 signs within eight blocks is out of character for an urban area.

Secondly, the proposed design of the signs, as shown to the Transportation Committee at its March 16, 2005 meeting, remains unsuitable for a residential area – it feels like a highway electronic sign added to a typical green sign. It remains out of scale with other signs and is reflective of highway, rather than urban design. Shortening the height of the signs to be consistent with other DOT area signs and creating borders around the electronic portion would be a start toward making the signs more compatible. The signs should be placed no higher than the first floor of nearby buildings and affixed to existing poles or suspended by the existing traffic light arms so as not to inconvenience residents or clutter the sidewalks.

M. DeGidio
June 6, 2005
Page 2 of 2

We thank PANYNJ for continuing to seek community input regarding this project and we look forward to working together toward the essential goals of increased pedestrian safety and efficient traffic patterns.

Sincerely,



Walter Mankoff
Chair
Manhattan Community Board No. 4



Jay Marcus
Chair
Transportation Planning Committee

cc: Hon. Michael Bloomberg, Mayor
Hon. C. Virginia Fields, Manhattan Borough President
Local Elected Officials