

Trouble In Paradise

As I began to draft this commentary, the last line of a J.D. Souther [tune](#) came to mind:

*I know what it means it takes so long
somebody must be wrong*

The ordeal too many New Yorkers endured over the last five days just brings to the fore the priorities at City Hall. Clearly some issues of planning and deployment come to mind when we look at how the so-called holiday storm and its aftermath.

The new configuration of some roads and streets come into play as well. New barriers and other roadway changes to accommodate and “secure” the plazas and bicycle paths may have impacted the ability of plows to clear sufficient roadway lanes, especially in a storm accompanied by winds creating snow drifts. In such circumstances, three lanes (that before roadway changes were five) can easily become one/ one and half lanes.

With plans for more of the same and adding special bus lanes but with barriers, consider the response when it snows – perhaps no bus service at all?

Oh and when I went to play the song, the LP name – well look at the [title](#) to this commentary.

http://www.nypost.com/p/news/local/psycho_cycle_policy_8Uz3OaDCdgodQ7PWqqLRMO

Psycho cycle policy

Buses stuck, but bikes roll

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Steve Cuozzo

It was a breeze getting through the snow from Columbus Circle to Times Square yesterday -- all you needed was a bicycle.

While most of Broadway from 48th to 58th streets remained impassable to cars and buses in the blizzard's wake, the city was rolling out the red carpet for Mayor Bloomberg's favorite class of commuters: maniacs and deliverymen on two wheels.

Astoundingly, it diverted precious, strained resources to plow the wide but little-used Midtown Broadway bike lane Tuesday night, even as streets all over town were still waiting to be dug out. Yesterday, while cars and trucks inched their way south, cyclists had a clear field for 10 blocks. Except for a few windblown traces, they were as snow-cleansed as the East 79th Street block that [Bloomberg](#) calls home.

Not that many riders took advantage: We counted three in a 15-minute stroll along the bike path, which runs parallel with an equally underutilized asphalt "pedestrian mall."

But Broadway below Columbus Circle remained slow for motorists even after finally being cleared. Vehicles squeezed into a single lane at many points, thanks to wayward drifts, cars parked at the sidewalk and others parked in the mid-avenue buffer lane designed to shield the bike lane from moving traffic.

Is there any better evidence of the warped priorities of Bloomberg and Transportation Commissioner Janette Sadik-Khan?

The Broadway bike route is one of many installed throughout the five boroughs by the DOT over objections by residents, store owners, business advocates and community boards.

With the mayor's backing, Sadik-Khan rides roughshod over the public will despite repeated promises to heed their complaints.

Asked to justify the waste of plows, a [Sanitation Department](#) rep bafflingly said bike lanes are cleared "once primary, secondary and tertiary routes are complete" -- which, of course, was nowhere near to being done -- and "cleared by the truck plow on the route where the bike lane is. The department starts cleaning bike lanes when we clear crosswalks and bus stops."

Opponents of the bike lanes have long argued that they endanger pedestrians while doing nothing to dilute traffic, despite unsubstantiated DOT claims to the contrary.

Meanwhile, while many parts of Brooklyn remained buried yesterday, crews began clearing Prospect Park West's widely detested bike lane before wiser heads prevailed.

The sparsely-used lane had already made neighborhood residents bitter over how it divided "Brooklyn's Fifth Avenue" in half, plunking a parking lane down its center and making it dangerous for pedestrians crossing it.

They nearly had another good reason to hate it.

If Bloomberg means business about getting to the bottom of the city's feeble response to the storm, he can start by firing whoever decided a handful of bike riders came before the needs of the rest of the 8 million.

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