

Debacle on 34th St

Before Thanksgiving, Keep NYC Free [commented](#) on the city's zeal in promoting [traffic measures](#). New York Post columnist Steve Cuozzo today (Wednesday, February 23, 2010) covers the latest foible to radically reconfigure 34th Street, NYC DOT's "Transitway" scheme. The project purports to improve bus service river to river by a few minutes, yet the DOT remained silent while its partner on its 34th Street scheme, the MTA, reduced bus service in many parts of our city which desperately need more bus service. And what about the money for this scheme? Might the money be spent better on real transit needs that extend service where the MTA cut or eliminated routes? Might the DOT better spend its staff and consulting resources on working with the MTA to make sure underserved naves get better service?

In the earlier [comment](#), we noted a Transitway consultant several times told residents at a November 4, 2010 meeting that this scheme only resulted because the city did not get "[Congestion Pricing](#)."

http://www.nypost.com/p/news/opinion/opedcolumnists/debacle_on_th_st_Hvdbi0H8UIIWOnqCfbM7BI

NEW YORK POST

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DOT's plans to ruin grand blvd.

Last Updated: 12:14 AM, February 23, 2011

Posted: 11:47 PM, February 22, 2011

By STEVE CUOZZO

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Be afraid -- be very afraid -- of what the Department of Transportation is up to on 34th Street.

The DOT's detested bicycle lanes merely forced cars to park far from the curb and turned streets into parking lots. But the scheme that Commissioner Janette Sadik-Khan hopes will be her master stroke will ruin 34th Street from end to end.

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