

## Behind the Curb

A recent [report](#) by the Center for Urban Future (CUF) demonstrates the need to look at bus service in our city. The CUF report highlighted what many already expected. More city residents working, not in Manhattan, but in their own or another borough. This data makes glaring the need not to expand access to and within Manhattan but within and between each of the Boroughs of Brooklyn, Queens, Staten Island and The Bronx. Reading through the CUF [report](#), which also gives its title to this commentary, and some of blogs (See this CUF [link](#) to relevant news articles and blogs) which have supported the [congestion tax](#), we observe a focus on major new spending – they all seem to argue for [Transitway](#) type intra- and inter-borough bus routes which is not what anyone -- even in the boroughs seek.

Simply put, most folk in the boroughs seek to restore bus service cuts and to re-align some routes to better service the needs of riders and thus each borough. What needs to be done and requires a long look is the bus service levels provided and how best to re-order routes that - with few exceptions act as feeders to Manhattan bound subways rather than adequately address intra borough travel and transportation between the other boroughs.

This essentially requires nothing more than redeploying existing resources. Calls for [Transitway](#)-like investments remain unneeded and plain unnecessary in the current fiscal climate. Just a restoration of the bus cuts which were modest in the scheme of things (just under \$8 million to Queens for example) and re-figuring and re-designing some routes to better serve intraborough and inter(non-Manhattan) borough needs should do the trick and, in this observer's view, offers a better and more effective use of MTA and NYCDOT resources than those currently devoted to the 34th Street scheme which only marginally improves service based on their (never likely be realized) estimates.