

## Road to Ruin

The cat might just be out of the bag despite attempts to move the 34<sup>th</sup> Street [Transitway](#) about in plain sight but below the radar. When people are told they are part of a deliberative process and are invited to participate in discussions they often get lulled to sleep about the real scheme. All along, the DOT planned to move ahead with its transitway [scheme](#) as described in Andrea Peyser's New York Post column (see below), yesterday's Post [editorial](#) and [stories](#) that preceded them.

Like with a misdirection play, The DOT lets the community and businesses [believe](#) they have real input. That's what they did with the top down [PlaNYC 2030](#) that produced the [congestion tax](#); they invited us in and let us speak and even serve as rapporteur but then failed to included substantive community input that offered better ideas in a host of policy areas.

At least we get the DOT spokesman admitting it schemes to move forward despite the questions raised.

Community members be forewarned. Don't believe the references about the scheme being “tweaked” because their kind of tweaking remains nothing more than like this commentator changing the font of this commentary. This reminds us of the [song Difford](#) and [Tilbrook](#) penned and recorded during their first [Squeeze](#) hiatus. It starts off, “Actions speak faster, faster than words.”

***NEW YORK POST***

## Janette's big transitway a road to ruin

By ANDREA PEYSER

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From the East River to the Hudson, New Yorkers are kicking their bicycles, stomping their cats and asking a burning question:

Is Janette Sadik-Khan, the psycho bike lady who helms the city's Department of Transportation, nuts?

Or maybe Khan, the hater of the internal-combustion engine, is just an incompetent, overpromoted, overzealous bureaucrat who wields power like a chain saw and fits her widely whispered nickname to a T -- Janette "Sadist"-Khan.

Either way, we're screwed.

At issue is a project bigger than the detested, dangerous bike lanes and despised pedestrian plazas that have sprouted up like a cancer, to applause from Mayor Bloomberg. The new plan is Sadik-Khan's crowning achievement. Her Taj Mahal. Her Coney Island fun house.

It's called the 34th Street Transitway. And as plans reveal, it's a doozy -- meant to surrender that main Midtown thoroughfare to buses while preventing passenger cars from traveling it from the Lincoln Tunnel to the Midtown Tunnel.

The project is a budding Titanic -- a monstrous muddle of bus routes, bike lanes and pedestrian malls.

According to the plans, eastbound vehicular traffic would start at Fifth Avenue (Lord know how cars would even get there first) and head to the East River. Westbound traffic would start at Sixth Avenue. In the middle of the two avenues would be a pedestrian plaza. So put on your hiking boots and dodge the buses. This mess would make M.C. Escher, famed for drawing nonsensical roads that go absolutely nowhere, proud.

The transitway is set to be completed by 2012. Ironically, that's the year the Mayans predicted that the world would come to a cataclysmic end.

"She's nuts!" a government source told me. "The woman's more dangerous than Robert Moses. At least he had a plan. Mike [Bloomberg] doesn't give a s- - -. He doesn't get it."

And those were some of the tamer thoughts. Residents of 34th Street are apoplectic about the total blackout on cars.

Old folks and moms shopping at Costco will no longer be able to get car services to drop them at their doors.

And Access-a-Ride vans for the disabled can cross into bus lanes -- but "vehicles will not be permitted to wait for passengers in the bus lanes," according to Department of Transportation documents.

"So it's raining, it's snowing, it's January, and Mrs. Smith, who's 95 years old -- you want her waiting outside?" asked an incredulous Tim Hughes, a 34th Street resident who's not allergic to taking buses himself.

But Hughes crunched DOT numbers on bus speeds -- and estimated that bus travel times would improve by a measly one or two minutes in the three-quarter-of-a-mile stretch with which Sadik-Khan is obsessed.

"So I can't access my front door because it's blocked 24/7/365 by bus lanes. I've lost my curbside access to my door. I can't get my bottled water, 30 pounds of Goya beans and my 3-year-old and 1-year-old inside because the city has determined that a one-minute improvement is more important for a guy from Ronkonkoma!" Hughes said.

As The Post's Steve Cuzzo reported last week, the DOT, which has received more than \$18 million so far from the feds to study the thing, has zipped its lip.

A transportation source, weary from rotten press hammering his bike-crazy agency, told me he doesn't want to give a "sneak peek to The Post" but said the transitway will be built by next year.

"It's definitely moving forward," said an agency spokesman, Seth Solomonow, who added that the design was still being tweaked.

It should be scrapped.

"Oh, my God! This means all of our side streets will become tunnel-to-tunnel streets," said Marisa Bulzone, a 35th Street resident. "How many meetings do I have to go to and tell officials that 33rd Street does not go through? You'd think they'd know this. They don't!"

Lisa Pyle of Manhattan griped, "This is a case of Mayor Bloomberg hiring those he enjoys as dinner guests, like [Schools Chancellor] Cathie Black.

"I bet [Sadik-Khan] doesn't even own a car -- maybe doesn't even have a license." Stop her before it's too late.