

New York Post readers get it. They add their voices to concerns about the MTA's latest "[Bus Boondoggle](#)." So to borrow a refrain from a famous 60's [song](#), "When will the MTA ever learn?"

http://www.nypost.com/p/news/opinion/letters/bus_ted_mta_purchase_nVN15AEcFUxLwzY6Q_Qs59H#ixzz1N0di2U2P

NY POST

Letters to the Editor

A bus-ted MTA purchase

May 21, 2011

THE ISSUE: The MTA's new bus design and the amount of personal space left for passengers.

Whenever the MTA introduces a new bus, I find myself calling to its attention the small design inconveniences -- like pulling your arm out of your socket to reach the tape to ring for a stop, because they decided to opt for pleasing wide windows instead of practicality ("Buses Hit New 'Low,' " May 15).

The MTA can't seem to get it right. If the designers and those in charge rode buses instead of limousines, they might understand what is necessary for the riding public.

Bunny Abraham Manhattan

Just looking at the picture of Gavin Peters in one of the new bus seats illustrates how wrong this vehicle is for New York City.

What kind of testing did the MTA do before spending \$45 million for 90 of these buses?

Did anyone even venture to ride in one before choosing to buy them?

Experiences with Orion buses should have taught the MTA that New Yorkers need space -- for their heads when they stand and for their legs when they sit -- as well as ease of entry and exit.

This is especially critical for passengers on long bus routes, such as the B6, which runs from one end of Brooklyn to the other, taking more than an hour each way.

No matter what reason MTA spokeswoman Deirdre Parker has given, the reduced headroom is not suitable.

D. Edwards Brooklyn