

Buses Run On Roads Too

In its [fixation](#) on its [schemes](#) for [plazas](#), [transitways](#) and [bike lanes](#), NYC's Department of Transportation appears to forget about the fundamentals. Might not buses break down on some of the same potholes that “taxed” New York Post columnist Michael Goodwin? Keep NYC Free recommends DOT re-think its [priorities](#) and get those jobs done and certainly avoid grandiose, unnecessary and detrimental schemes such as its [Transitway](#). Interestingly, the New York Post, also in an [editorial](#) today, questioned whether DOT perhaps lost its way. Repair the roads (and free bridges that should remain so). Work with MTA to [improve bus service](#), including where no transit alternatives exist.

The logo for the New York Post, featuring the words "NEW YORK POST" in a bold, italicized, sans-serif font with a black outline.

Michael Goodwin

You got a pothole in your head, Mike

Now that I've paid my pothole tax right front tire gone, thank you, Mr. Mayor — it's fair to ask about City Hall's priorities. Our town spends millions to in stall bike lanes and pay workers to shovel the snow from them, even on a holiday weekend. But the same Department of Transportation lets streets and highways crumble until they resemble something from the Third World.

Silly me, that's the point! When the roads completely collapse, we'll all have to get bicycles because only bike lanes will be passable. And then New York will be a Third World city, with First World taxes, of course.

View the above in Michael Goodwin's [column](#)