

# Keep NYC Free

[www.keepnycfree.com](http://www.keepnycfree.com)

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## Freedom Rider

*He comes gathering up the bits  
while hoping that the puzzle fits*

Keep NYC Free wishes the outgoing chair well but ponders whether concerns expressed elsewhere about the status of certain programs and projects misplaces the focus on core needs. No one opposes count-down clocks, clearer communications system and smart-cards for fare payments. Missing from the discussion, and arguably more important: What role must the MTA play in providing transportation that helps fuel the City's and region's economies and not just in and around the CBD? Ways existed to avert last year's misguided cuts to subway and [bus](#) service; the MTA chair refused, perhaps thinking ahead to a private sector gig, and looks to remodel this public transportation utility as a for-profit business.

*By the time you hear that siren sound,  
then your soul is in the lost and found*

Keep NYC chose the [lyrics](#) and [title](#) not just because of their fit, but the [project](#) involved a solo turned into a group effort that endured beyond any five-year plan. The [Center for Urban Future](#) made plain the need to focus less on travel to the CBD and provide [options](#) between Brooklyn and Queens and The Bronx with bus service filling the gaps rather quickly. Instead, we get bus cuts. Private bus and subway lines became public not because of any profit-making ability. Perhaps some folks out there need a few [reminders](#).

Read:

New York Post, July 23, 2011, [MTA sidetracked](#) and  
Daily News, July 27, 2011 [editorial](#)