

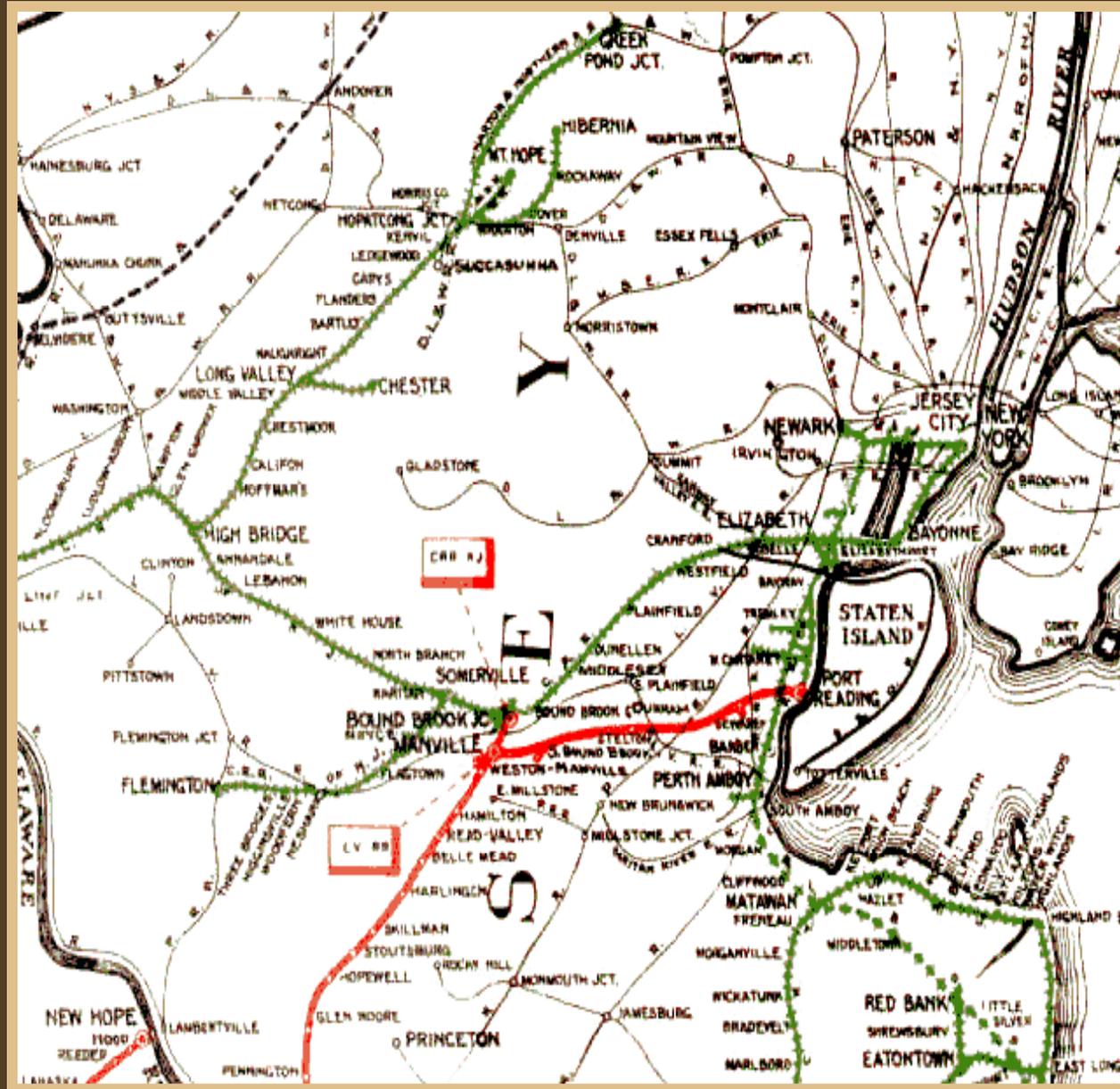
TRANSFORMATION THROUGH TRANSPORTATION

**RECYCLING NEW JERSEY RAILROAD RIGHTS
OF WAY INTO A PUBLIC RAPID TRANSIT
SYSTEM**

BY

JAMES GRELLER PLANNER FOR THE HUDSON COUNTY IMPROVEMENT
AUTHORITY

RAILROAD MAP OF NORTHERN NEW JERSEY 1946



Railroads are a part on New Jersey landscape for 177 years

Near the turn of the 19th Century thousands of miles of electric traction lines spread in this state from Hoboken to Camden



From 1930s a steady decline in New Jersey





***THIS IS NOT THE
STREETCARS
YOUR GRAND
FATHER RODE***



NORTHEAST CORRIDOR

Average ridership 120,650 trips.

It stretches from Manhattan to Trenton.

Mileage: 57.8

Equipment:

104 double-deck coaches

142 MU cars

24 single level cars

14 Electric locomotives

284 pieces of equipment



Hudson/Bergen

Daily weekday ridership: 44,750

Mileage: 15

**Equipment:
42 light rail cars**

**2nd
highest**



Montclair-Boonton

Ridership: 16,350

Track Miles: 58.9

Equipment:

59 coaches

5 Electric locomotives

5 Diesel Loco.

69 pieces of equipment



Newark City Subway

Ridership: 20,900

Length 6.5 miles

Number cars 16



This debate was made clear in Bergen County

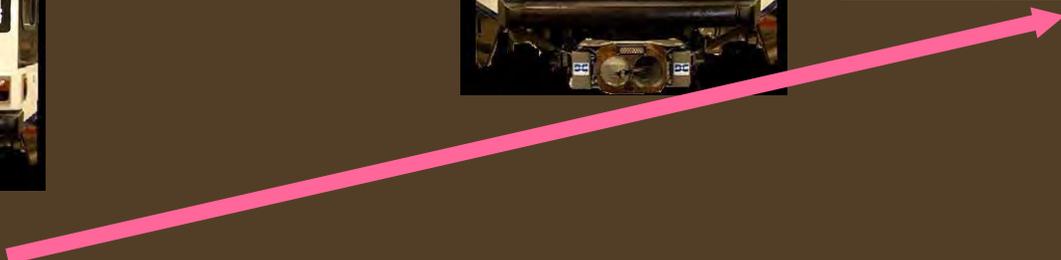
**EXTENSION FROM TONNELE AVE TO
TENAFLY IF WE USE:**

Heavy rail 8,000 riders

Light Rail 24,000 riders 35% increase in cost

- In the end which service gets more people out of their cars?
- Which service will be able to increase service and more capacity
- Which service offers constant and consistent service to the community with few rolling stock?

MASS CARRIER



2000

2008

2009

2010

HB/LRT SAVED MORE THEN 3.4 MILLION GALLONS OF GAS A YEAR THE AMOUNT CONSUMED BY 6000 CARS. AND REDUCED CARBON DIOXIDE POLLUTION BY MORE THAN 37,000 TONS IN 2008.

PREFERRED MEANS OF TRAVEL

HUDSON BERGEN LIGHT RAIL CUSTOMER IMPACT
AND RETENTION STUDY

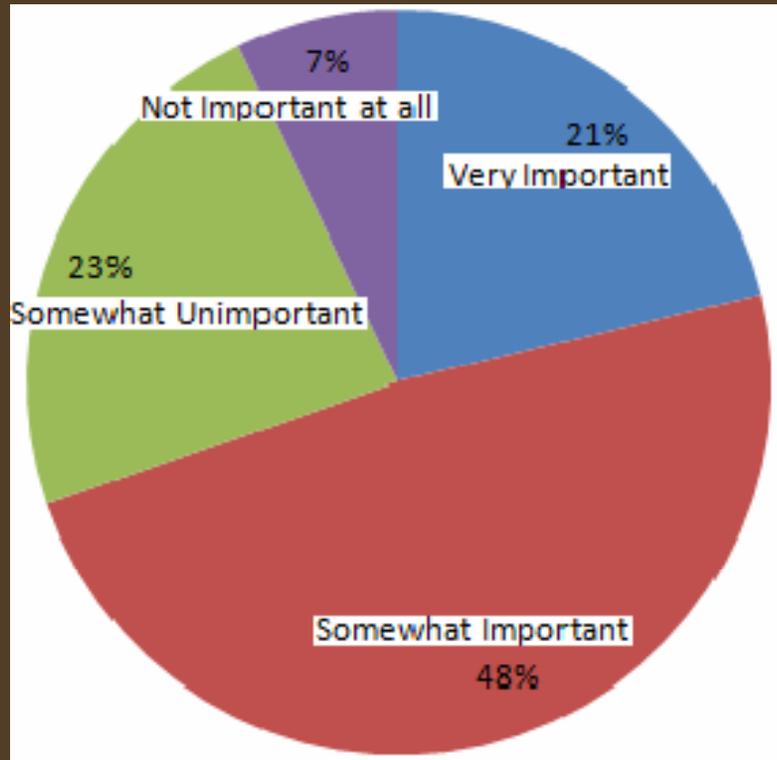
FINAL REPORT

MARCH 2009

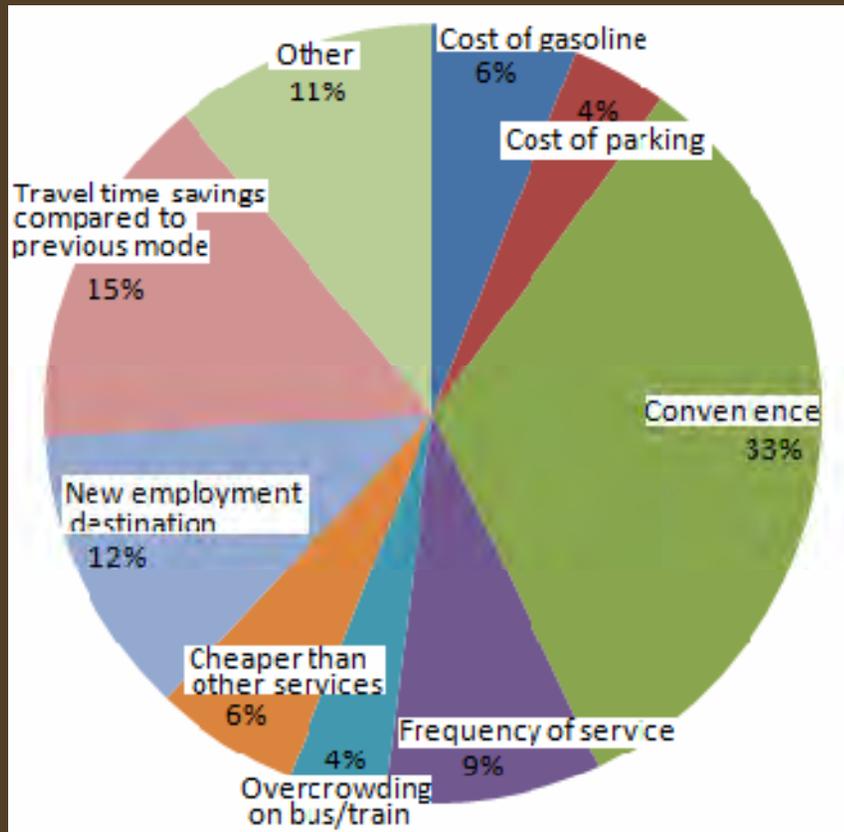
BY

New Jersey Institute of technology

2008 survey



To illustrate how the HBLR service affects people's moving decisions and their daily living, this figure shows that about **twenty percent of the riders consider the light rail "very important"** and **almost half of the riders consider the HBLR service "somewhat important."** It is thus reasonable to say that about **70 percent of those surveyed indicated that the HBLR service was an important factor in their moving decision-making process.**



The top reason for riders to choose the HBLR is convenience. Direct interpretation of the survey responses revealed that about **one third of the riders selected LRT due to its convenience**. Further analysis of data support our speculation that even large portion of the riders rank convenience high when selecting LRT mode. For example, nine percent of riders attribute their choice of LRT to **“frequency of service”** which can also be classified as convenience. The second largest contributing factor to the LRT mode choice is cost, which includes but not limited to the comparison between LRT and **“cost of gasoline”**, **“cost of parking”**, or **LRT is “cheaper than other services”**. Trailing the convenience and cost, the third reason for using HBLR is attributed to the **“travel time savings compared to previous modes”**. As shown this figure shows, one in six of the HBLR riders stated that HBLR saved travel time for them after switching. **Last but not least, about twelve percent LRT riders stated that they use HBLR due to “new employment destinations”, which is a strong indication how HBLR service helps to stimulate employment and economic growth in the area.**

ECONOMIC STIMULATOR

An aerial photograph of the Jersey City skyline, featuring several prominent skyscrapers and modern buildings. The Hudson River is visible on the left side of the image. The sky is clear and blue.

“Jersey City has been the economic engine driving the states economy and one of the reasons for our success is the Hudson/Bergen Light Rail”

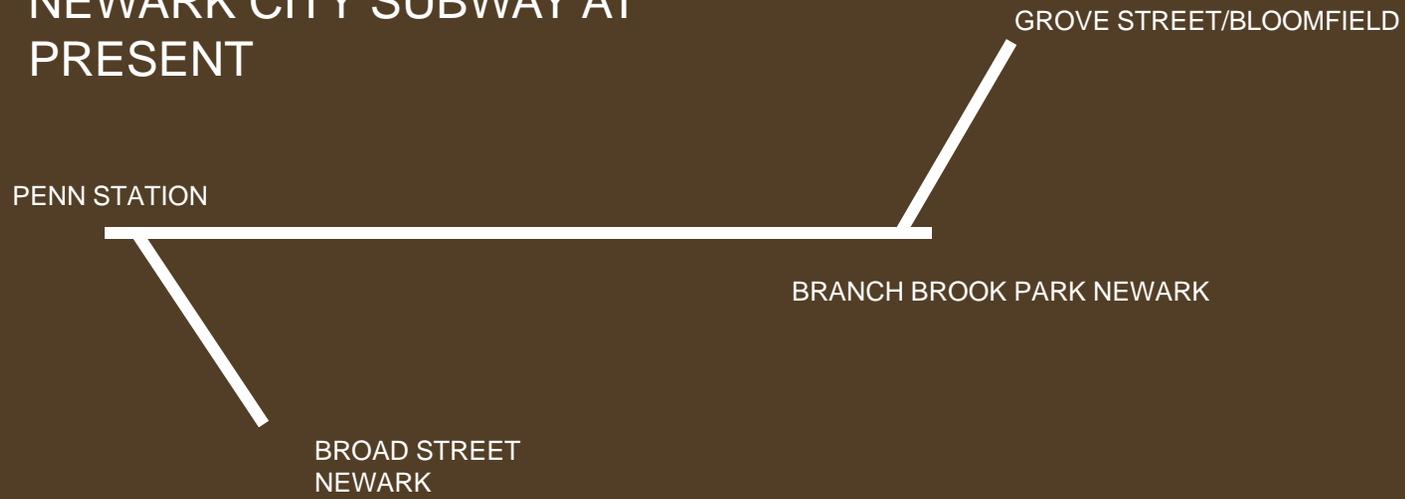
Mayor Jeremiah T. Healy

“The growth along the HB/LRT line has continued at a steady pace. A conservative estimate of the value of the 12,000+ new units that have documented at the five station areas is around \$6 billion.”

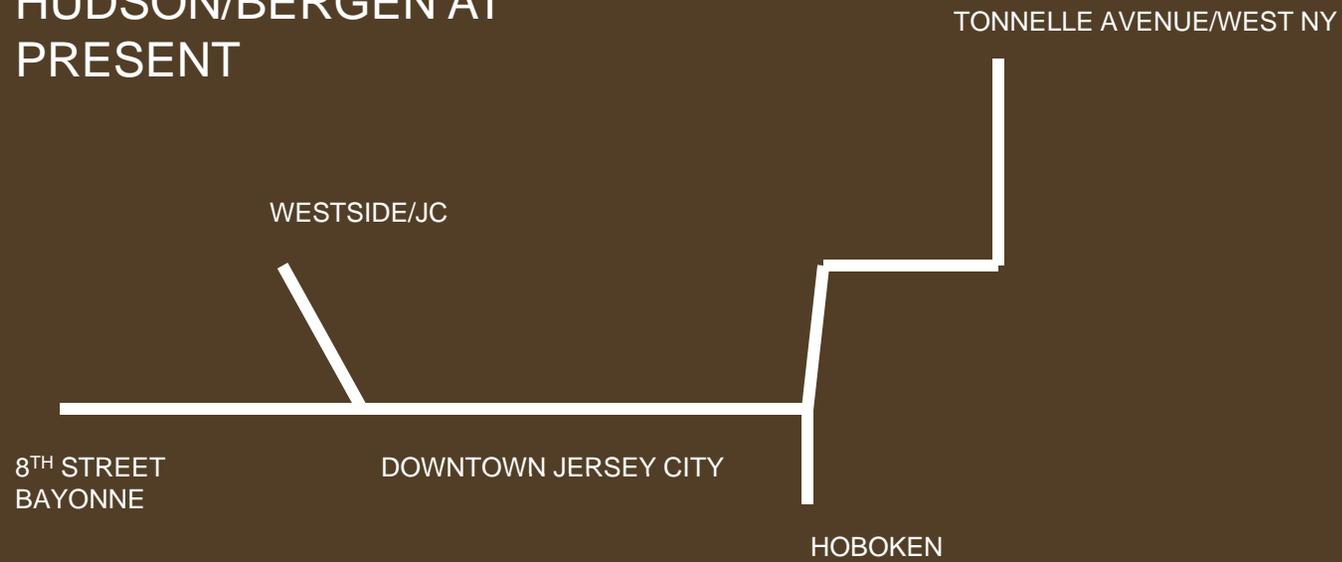
Land Development at Selected Hudson/Bergen Light Rail Stations

Rutgers Edward J Bloustein School of Planning and Public policy

NEWARK CITY SUBWAY AT PRESENT



HUDSON/BERGEN AT PRESENT



ABANDONED OR NEAR ABANDONED RIGHTS OF WAY

BOONTON LINE ex LACKAWANNA

HUDSON/ESSEX COUNTY

Connection to HB/LRT-NCS



Northern Branch ex ERIE RR
HUDSON/BERGEN COUNTIES
Connection to HB/LRT at Tonnelle Avenue



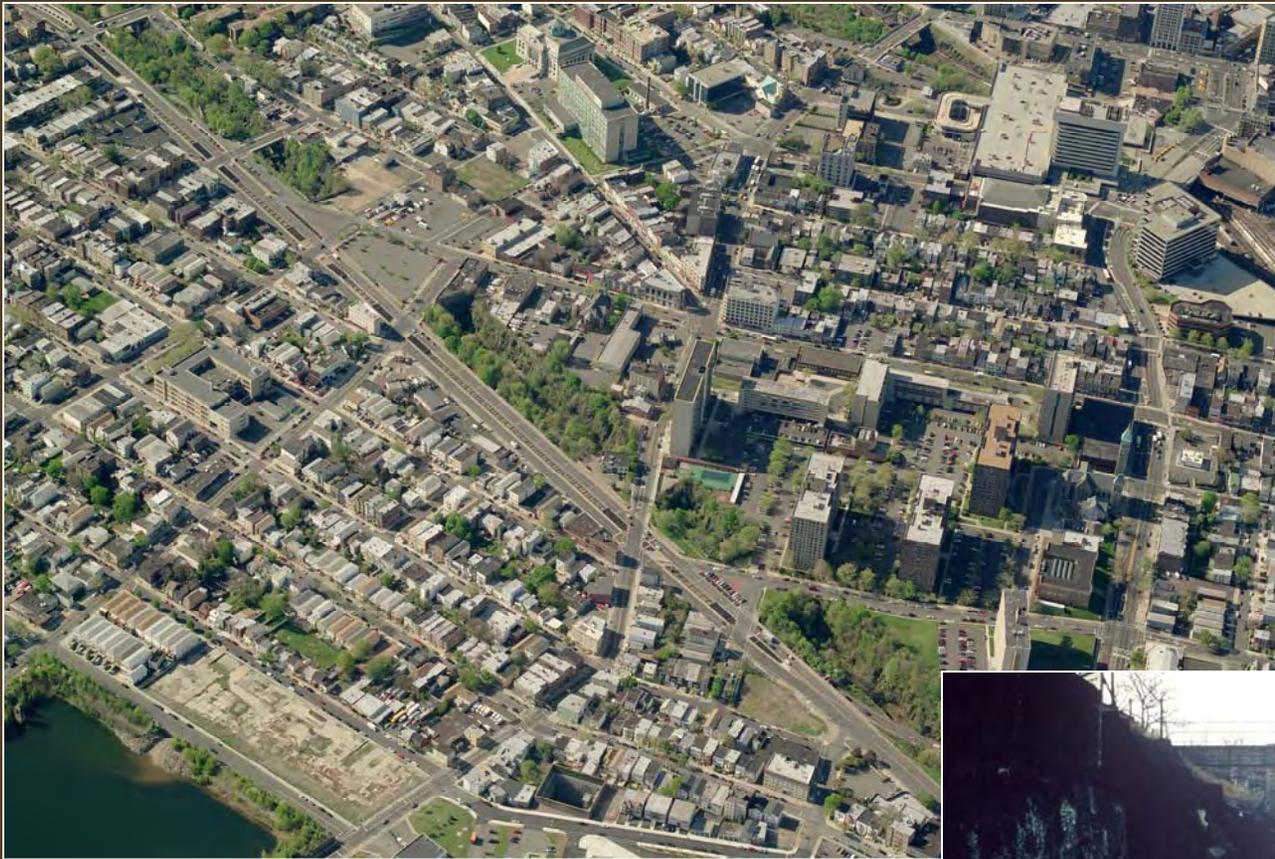
ORANGE BRANCH ex LACKAWANNA

ESSEX COUNTY
Connection to NCS



NEWARK ERIE BRANCH
ESSEX/PASSAIC COUNTY
Connection to NCS





BERGEN ARCHES

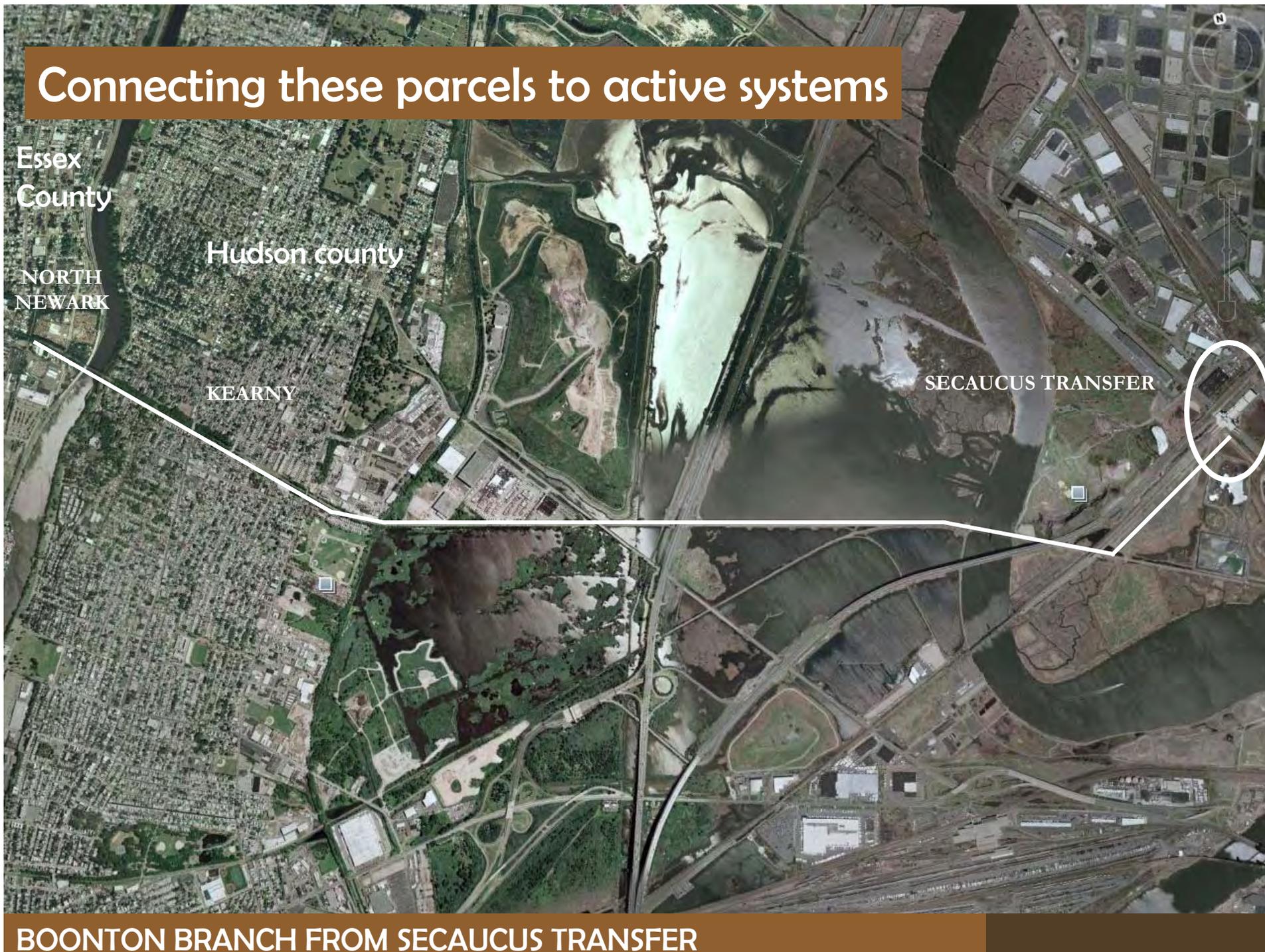
Former ERIE MAINLINE

Hudson County

Connection to HB/LRT



Connecting these parcels to active systems



BOONTON BRANCH FROM SECAUCUS TRANSFER



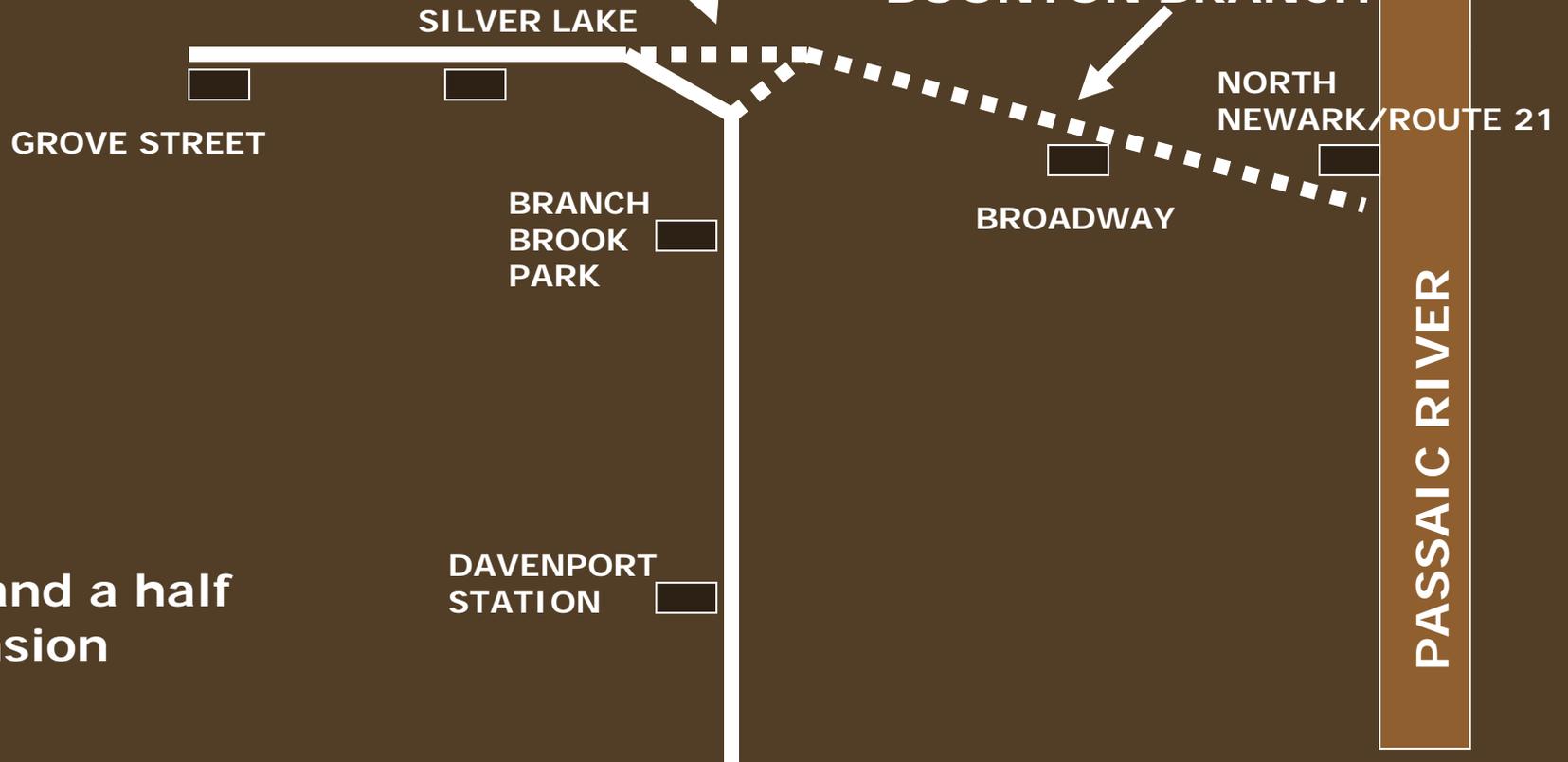
STATION AND NEW PARK N RIDE AT NORTH NEWARK AND ROUTE 21

Extension of Newark City Subway-EAST

FIRST STEP

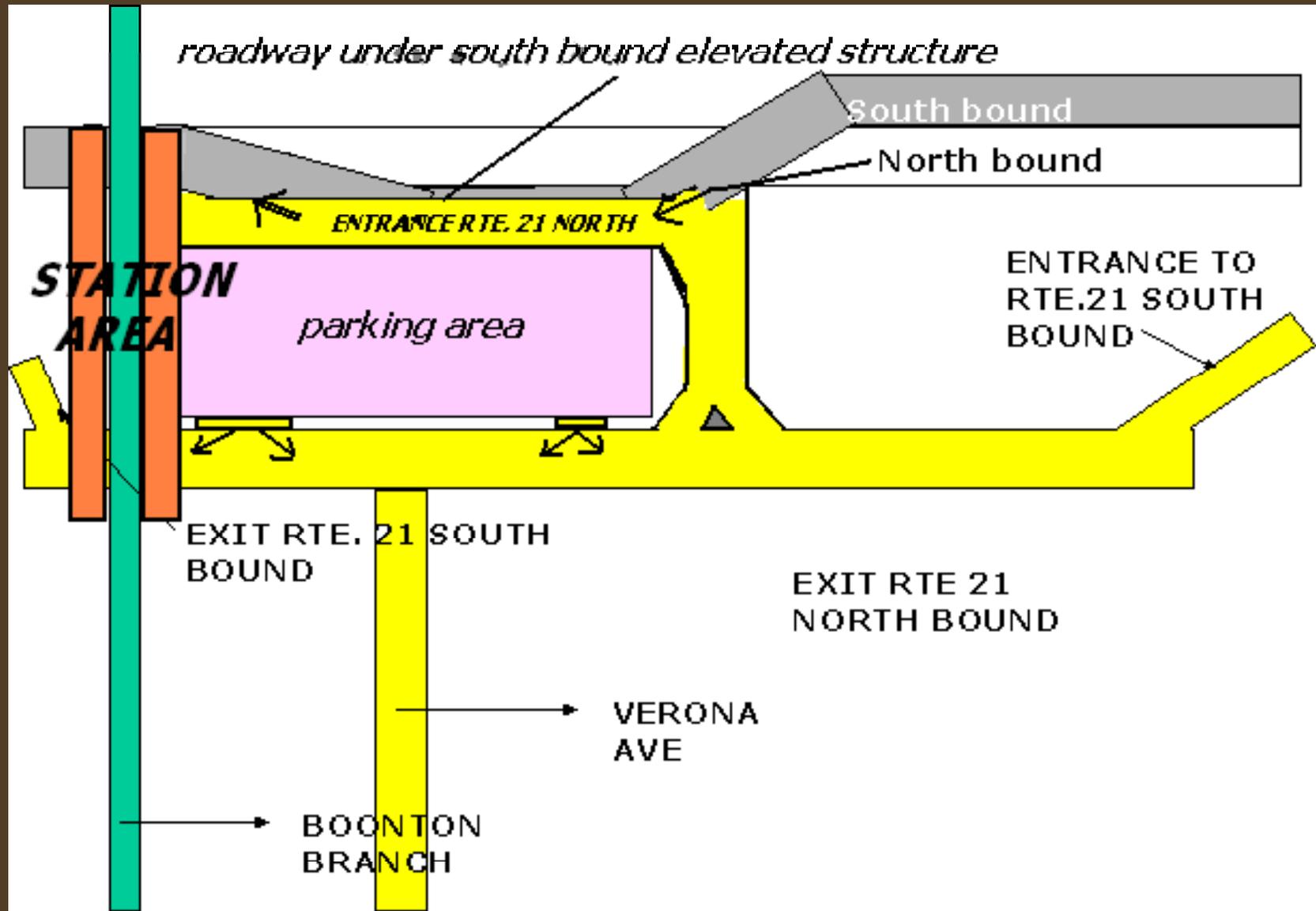
**EASTWARD PORTION
OF THE ORANGE
BRANCH**

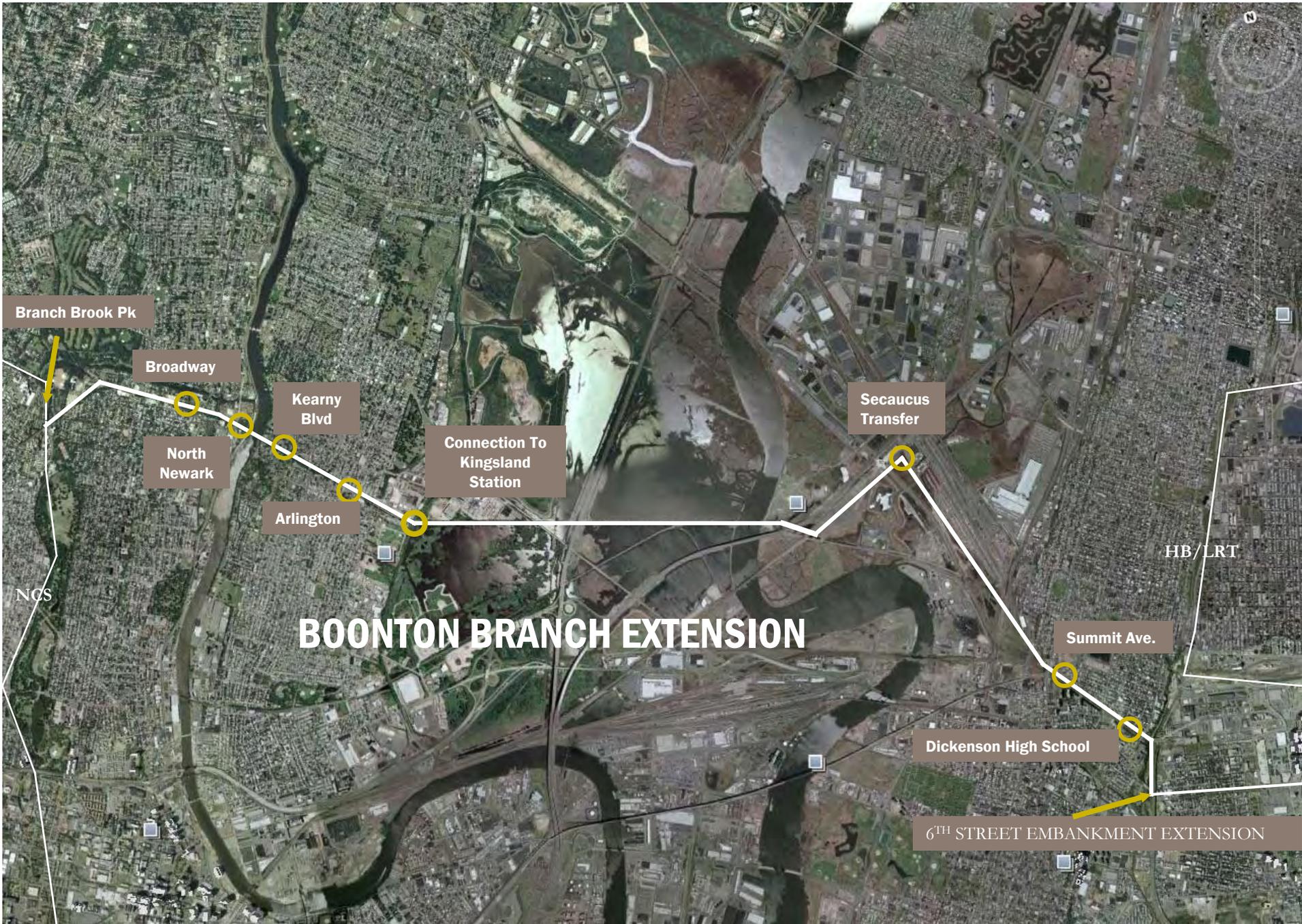
BOONTON BRANCH



**Mile and a half
extension**

North Newark Park n Ride Station



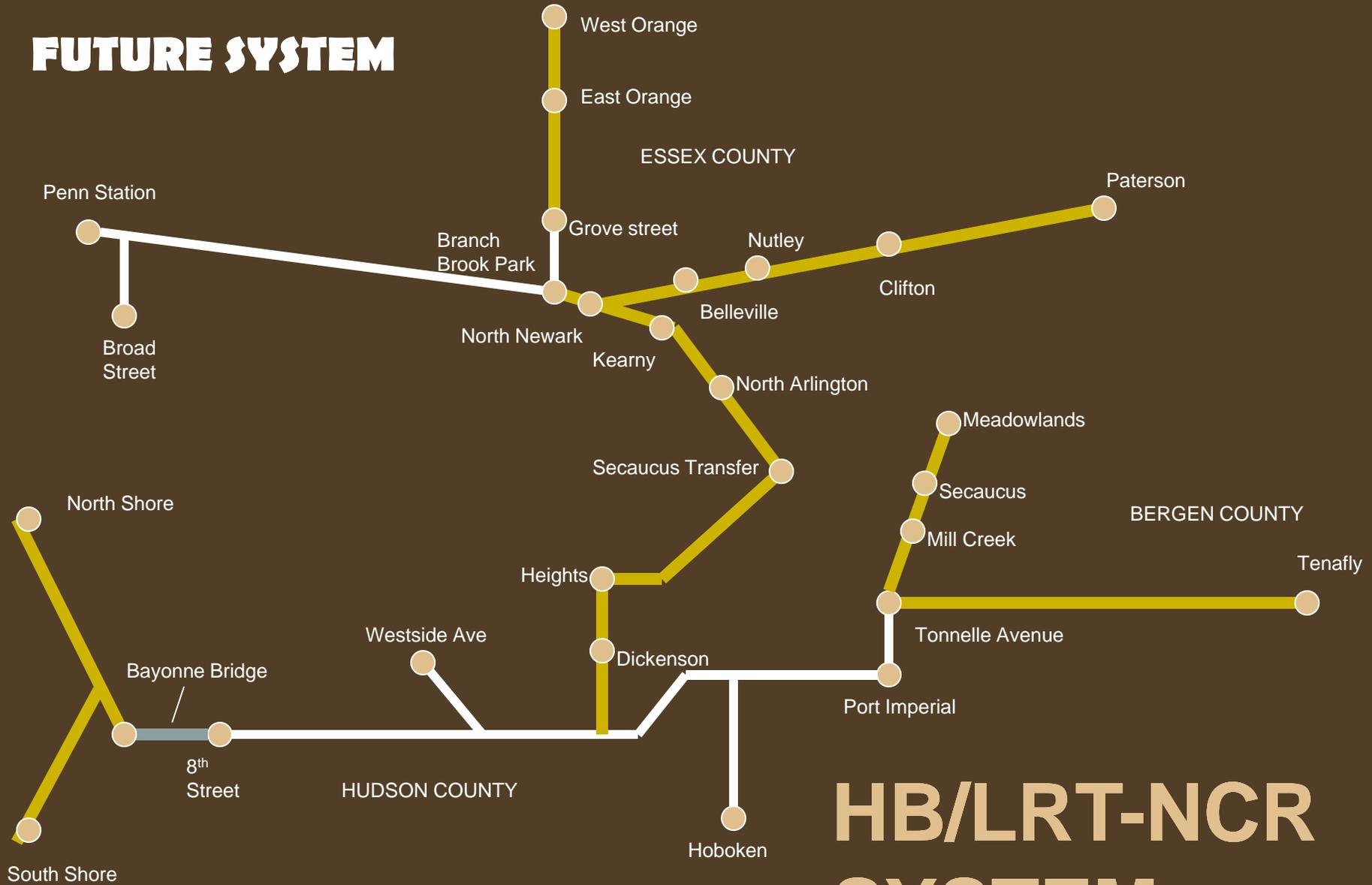


NEW STATION IN BOTH ESSEX AND HUDSON COUNTIES

THE NEW SYSTEM

- **The combined lines would exceed 180,000 daily riders.**
- **The combined system connects New Jersey's largest cities.**
- **Opens up a new urban corridor for constant mass transit.**
- **Connects Essex and Hudson to the Northeast Corridor and Newark Liberty Airport station.**
- **New rapid transit for regional workers that reside in these various communities.**
- **Opens new locations for more convenient park n ride facilities.**
- **Reduction of local automobile traffic in many urban communities served.**
- **Will kick start new commercial and residential development.**
- **Adds redundancy in case of an emergency**

FUTURE SYSTEM



HB/LRT-NCR SYSTEM



Eltingville

S89

34th Street
HBLR Station

Yes Bi-State Light Rail New Jersey to Staten Island

2007 MTA can collect fares in NJ



The MTA is studying to corridors of light rail for Staten Island and the key is the connection over the Bayonne Bridge to Jersey City. It is the fastest way for Staten Islanders to reach Manhattan

Lets transform scenes like this



Into productive rights of way to a better future



We can do this.....Thank you