TRANSFORMATION THROUGH TRANSPORTATION

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

BY

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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
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?
HB/LRT saved more than 3.4 million gallons of gas a year the amount consumed by 6,000 cars. And reduced carbon dioxide pollution by more than 37,000 tons in 2008.
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.
“Jersey City has been the economic engine driving the state’s 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

- PENN STATION
- GROVE STREET/BLOOMFIELD
- BRANCH BROOK PARK NEWARK
- BROAD STREET NEWARK

HUDSON/BERGEN AT PRESENT

- 8TH STREET BAYONNE
- DOWNTOWN JERSEY CITY
- HOBOKEN
- WESTSIDE/JC
- TONNELLE AVENUE/WEST NY
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
Station and New Park N Ride at North Newark and Route 21
Extension of Newark City Subway-EAST

EASTWARD PORTION OF THE ORANGE BRANCH

- GROVE STREET
- SILVER LAKE
- BRANCH BROOK PARK
- DAVENPORT STATION
- BROADWAY
- NORTH NEWARK/ROUTE 21
- PASSAIC RIVER

Mile and a half extension
North Newark Park n Ride Station

roadway under south bound elevated structure

South bound
North bound

STATION AREA

parking area

ENTRANCE RTE. 21 NORTH

ENTRANCE TO RTE. 21 SOUTH BOUND

EXIT RTE. 21 SOUTH BOUND

EXIT RTE 21 NORTH BOUND

VERONA AVE

BOONTON BRANCH
NEW STATION IN BOTH ESSEX AND HUDSON COUNTIES

BOONTON BRANCH EXTENSION

Branch Brook Pk
Broadway
Kearny Blvd
North Newark
Arlington
Connection To Kingsland Station
Secaucus Transfer
Summit Ave.
Dickenson High School
6th Street Embankment Extension
THE NEW SYSTEM

• The combined lines would exceed 180,000 daily riders.
• The combine 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.
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