Build new Hudson River Passenger Rail Tunnels:

Via

Hoboken/Jersey City/Penn Station and Grand Central

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Scoping for new tunnels bypasses NJ’s largest business center: Jersey City/Hoboken Waterfront CBD

• “Segmented” EIS should look at bigger picture
• Fails to deal with adequate Manhattan terminal
• Seriously Shortchanges NJ
• Favors transit institutions over riding public
Manhattan Options for New Tunnel not included

1. Expand Penn Station to the south
2. Link Penn Station with Grand Central
Serious Problems Expanding Penn Station to the south

• Costly
• Disruptive
Build New Two-track tunnel Linking Penn Station and Grand Central Terminal

• Found feasible in 2003 ARC major Investment Study (MIS)
• Study findings should be made available to the public
ALTERNATIVE G - Grand Central Terminal

NEW JERSEY  PALISADES  HUDSON RIVER  MANHATTAN  EAST RIVER  QUEENS

LEGEND
- EXISTING
- NEW / ENHANCED

(NOT TO SCALE)
A better tunnel plan:

Add Second Pair of Mainline Tracks
Penn Station Newark-Penn Station NY
Saves 10 miles, City-hub closer, less costly

serves Waterfront Business District
Why via Jersey City-Hoboken and not via Secaucus?

• No immediate need for costly and disruptive Portal Bridge
• Serves NJ’s largest CBD
• Allows removal of all existing NJ Transit waterfront rail trackage
• Opportunity for re-use of historic ferry terminal and train shed
New Hudson River Passenger Rail Tunnels - Profile
East of Hudson Opportunities

• Link Directly into Penn Station
• Link Penn Station and Grand Central
Remake Commuter Rail Lines into *Regional Rail System*

- Frequent Service
- Integrated Fares
- Thru-running
  - now possible, at Penn Station
  - when completed, Penn Station-GCT
Key Elements of Jersey City-Hoboken Penn Station-Grand Central Central Routing

- Ramp Marin Blvd-west end of station: 1,500 ft
- Station (bathtub): 1,000 ft
- Underwater tunnel: 9,800 ft
- Bulkhead to 10th Ave.: 1,900 ft
  (800 ft under construction)

Total: 14,200 ft

- 10th Avenue-7th Avenues: 2,100 ft
  (existing Penn Station)
- Penn Station-GCT connection: 6,400 ft
  (new construction)
Additional Elements

• Penn Station capacity enhancements: add stairways/widen concourse
• Flyover to complete reverse waterfront connection at Kearny
• Flyover for Bergen trains to use new tunnel (optional)
Other options are costly and less attractive

• Expand Penn Station South
  - Major displacement of businesses
• Extend #7 Subway to Secaucus
  - Does Not Provide needed Redundancy for Amtrak/NJ Transit
• Expand Port Authority Bus Terminal
  - Local Community Concerns
Comparison of L Train Tunnels with Hudson River tunnels

Average weekday passenger trips

Hudson River - 181,700
(Amtrak) - (21,800)
L train - 234,600

Peak hour, inbound

Hudson River – 23,300
(Amtrak) - (1,300)
L Train – 21,900
Next Steps for Hoboken Alternative

• Verify Engineering Feasibility
• Estimate Construction Cost and Operating Cost Savings
• Estimate benefit from Sale of NJ Transit-Owned Jersey City-Hoboken Waterfront Property
• Gain Public Support for Proposal
• Gain Support of Elected Officials