

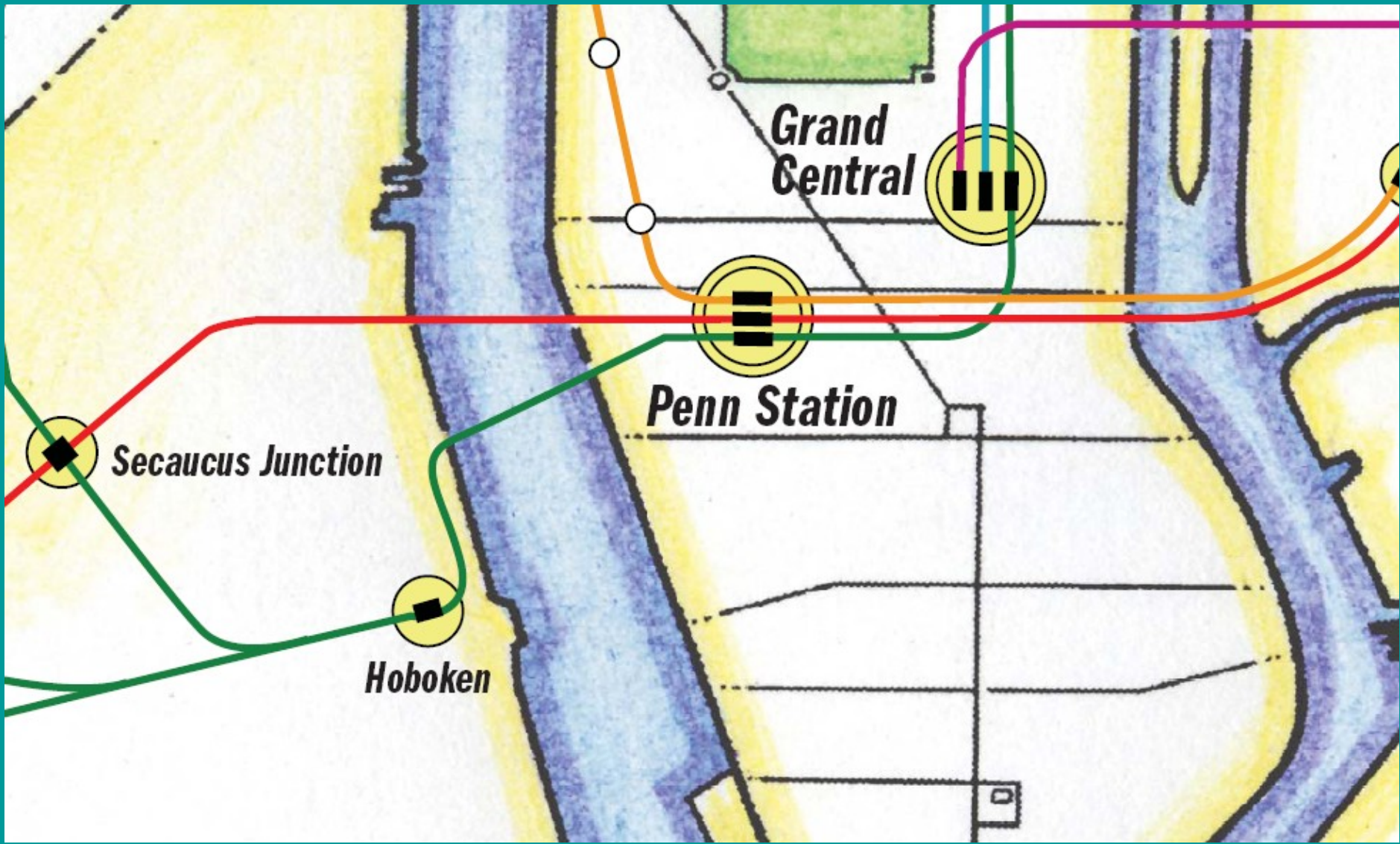
# **Build new Hudson River Passenger Rail Tunnels:**

## **Via**

### **Hoboken/Jersey City/Penn Station and Grand Central**

**May 17, 2016**

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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

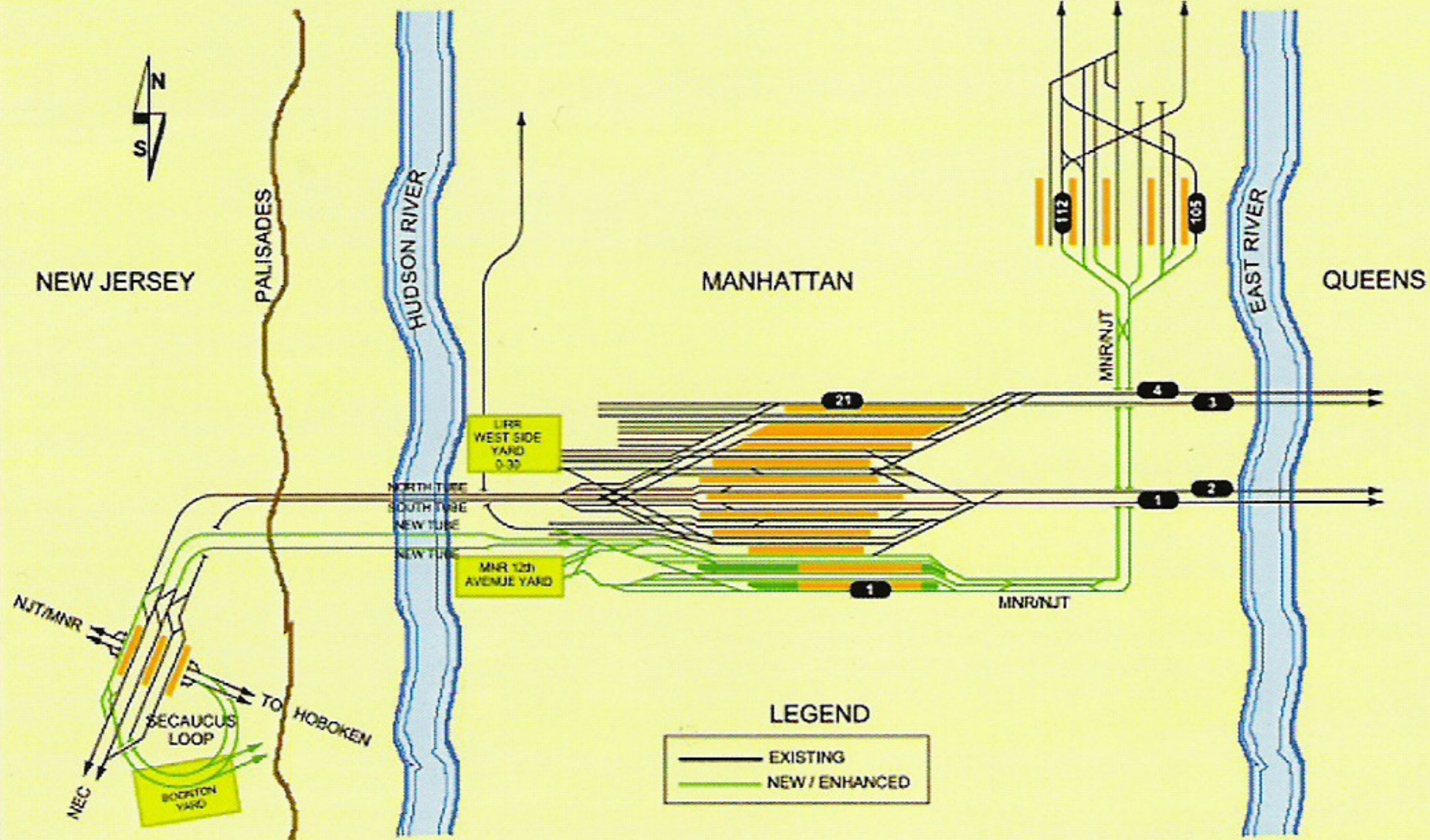
- Costly
- disruptive

# 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



(NOT TO SCALE)



A better tunnel plan:

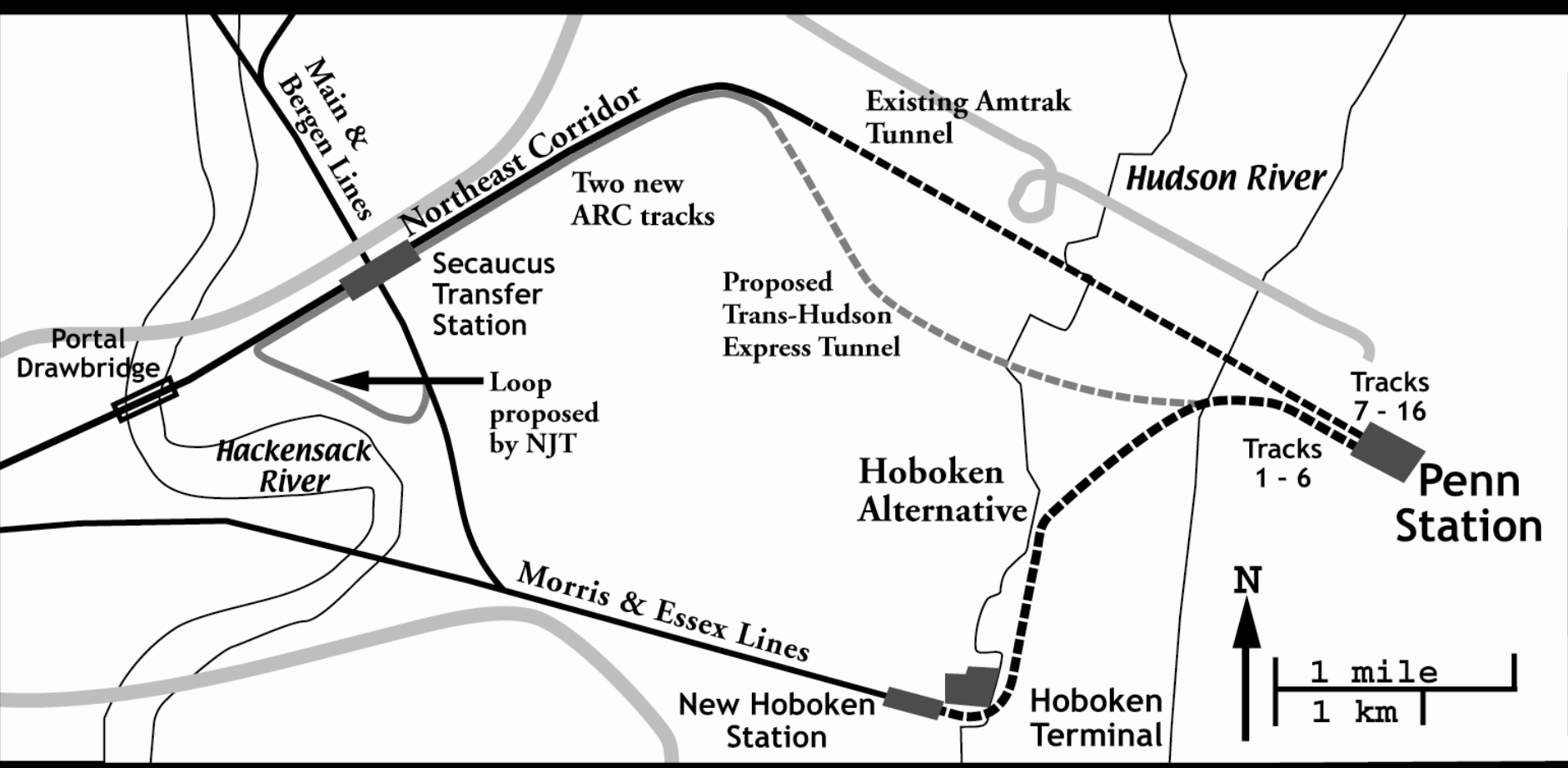
Add Second Pair of Mainline Tracks

Penn Station Newark-Penn Station NY

San Francisco City, but ~~not~~ costly

serves Waterfront Business District

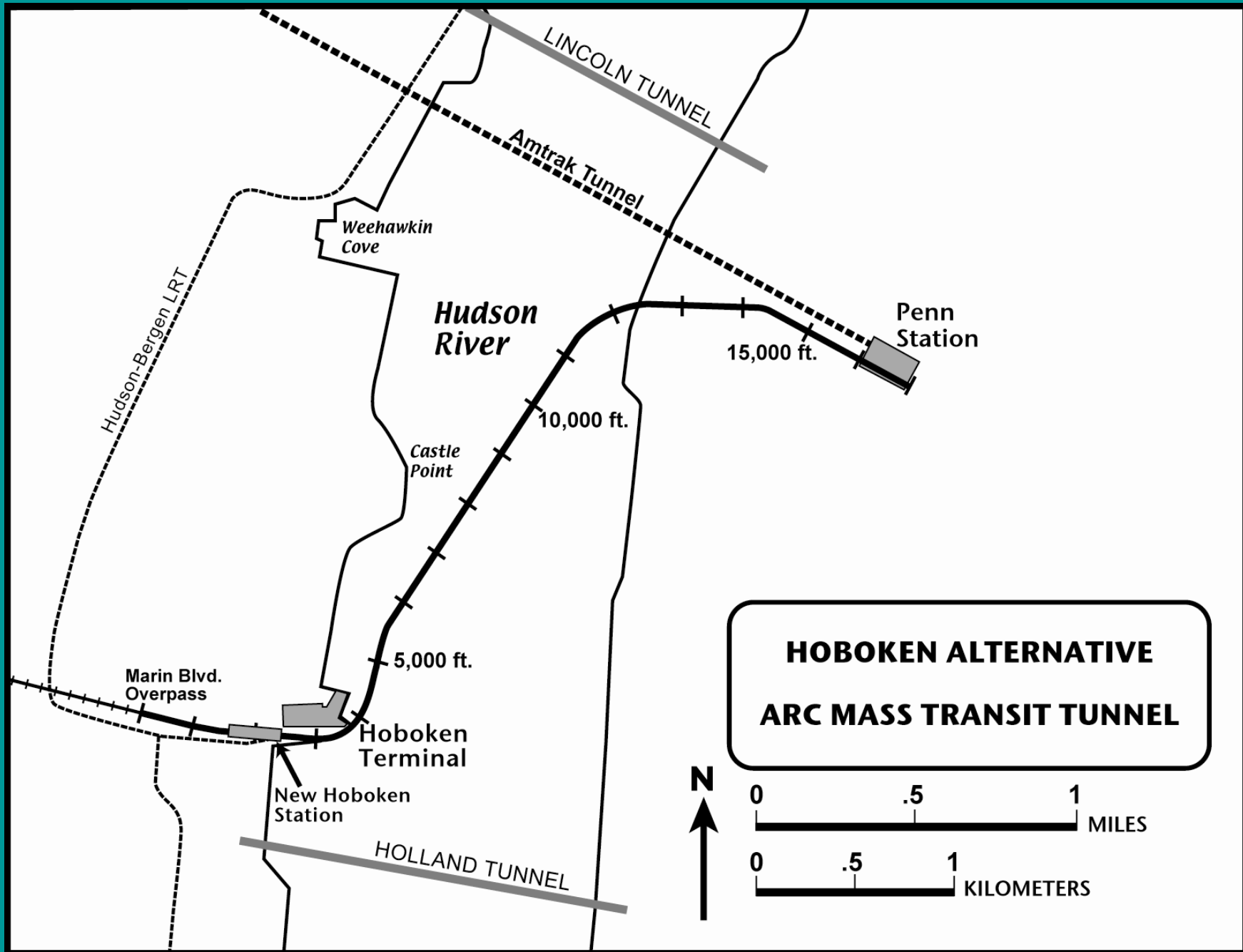


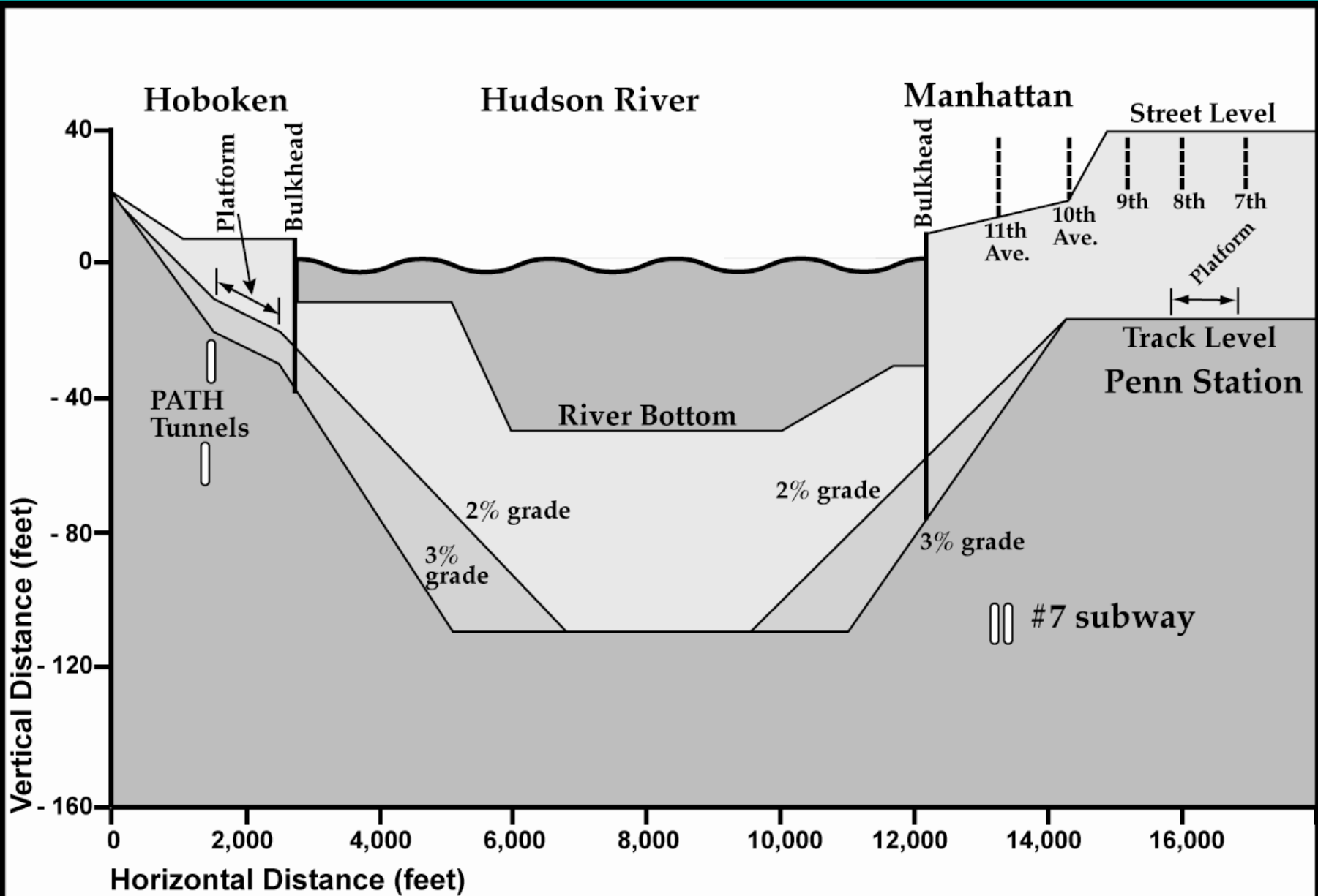


# Why via Jersey City-Hoboken and not via Secaucus?

- 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







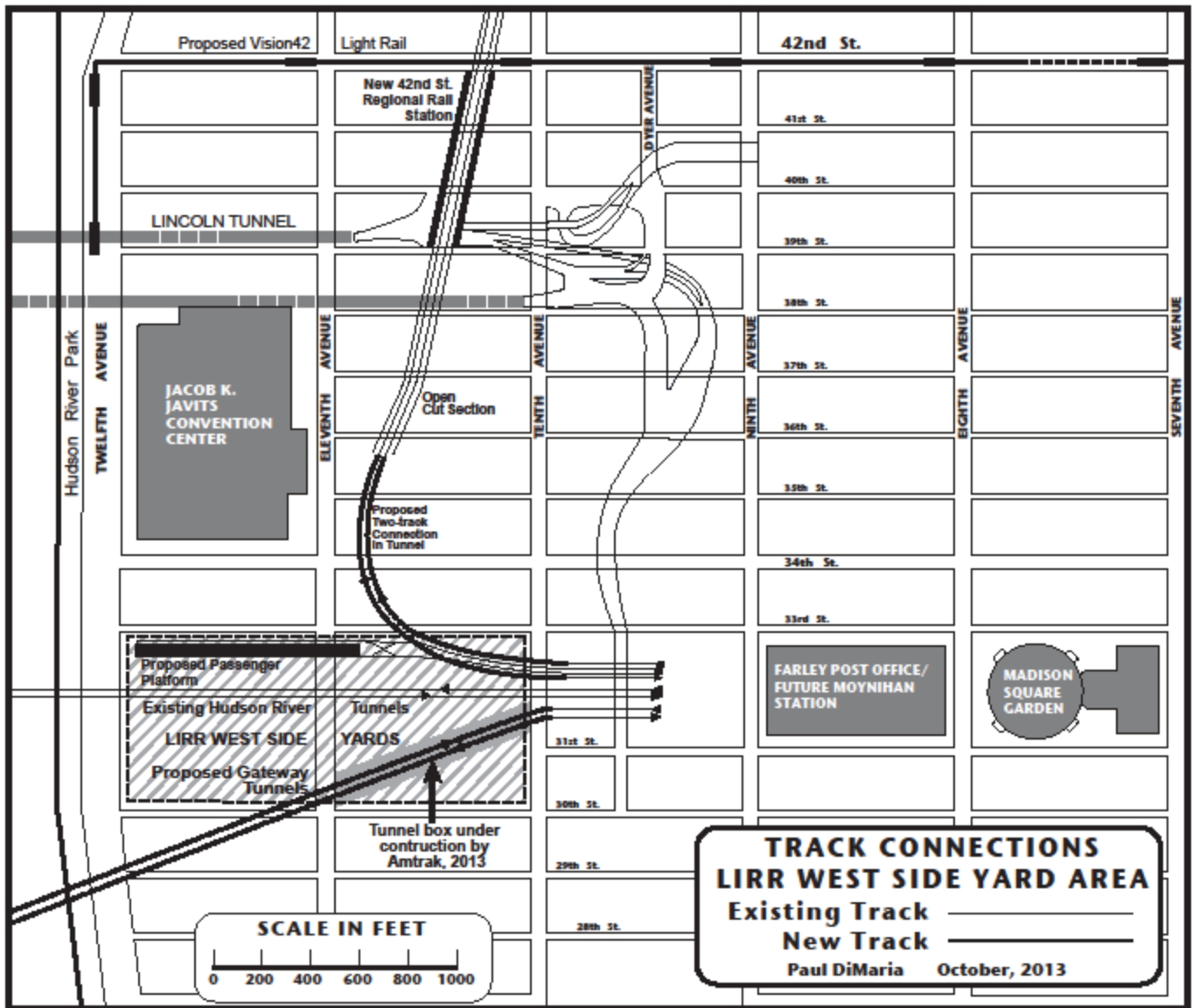
**New Hudson River Passenger Rail Tunnels - Profile**





# East of Hudson Opportunities

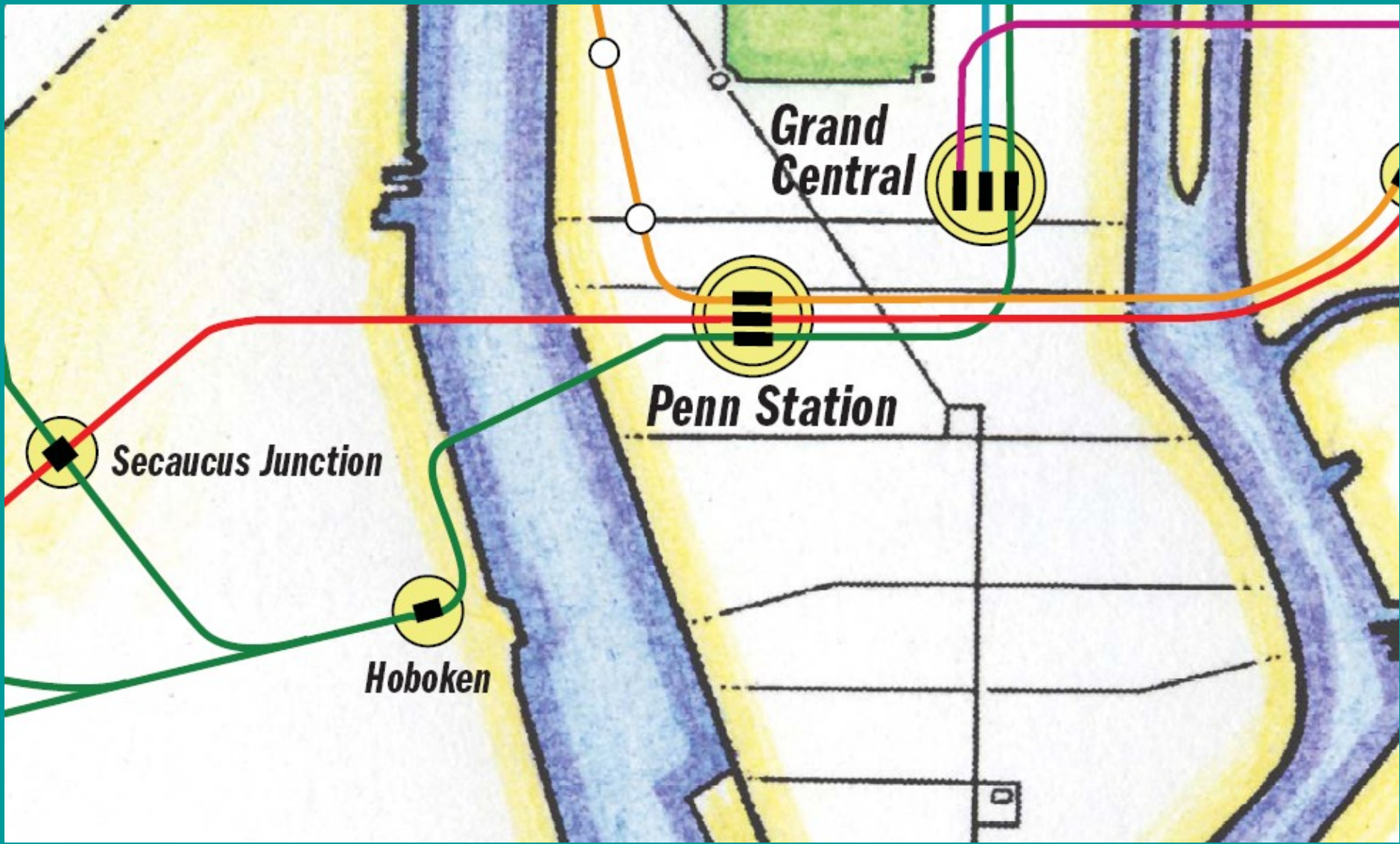
- Link Directly into Penn Station
- Link Penn Station and Grand Central



# 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 Routing

• Ramp Marin Blvd-west end of station	1,500 ft
• Station (bathtub)	1,000 ft
• Underwater tunnel	9,800 ft
• Bulkhead to 10 <sup>th</sup> Ave. (800 ft under construction)	1,900 ft
Total	14,200 ft
• 10 <sup>th</sup> Avenue-7 <sup>th</sup> Avenues (existing Penn Station)	2,100 ft
• Penn Station-GCT connection (new construction)	6,400 ft

# 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