



New Jersey Association of Railroad Passengers

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POSITION PAPER: FOR IMMEDIATE RELEASE

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#7 Subway to Secaucus

NJ-ARP supports the #7 Subway extension to Secaucus Junction for a multitude of reasons, among them:

- Not everyone is forced into New York's Penn Station for rapid transit transfers
- More efficient crowd dispersal
- More direct routing for some to Manhattan's East Side
- Positive redundancy for rail service failures and bus traffic relief
- Connections to Hudson-Bergen Light Rail for quicker trip times from both NJ and Staten Island

New rail traffic patterns are called for and density justifies rapid transit. **7** has 7/24/365 utility. Hour-long traffic jams toward the Lincoln Tunnel can occur at any time, even when NJ Transit trains have empty seats.

To put the Hudson River tunnels in perspective:

- 315,000 (44%) weekday trips are made on 9,000 buses, mostly using the Lincoln Tunnel; half of that occurs in the AM peak on 1,700 buses using the Express Bus Lane (XBL) to Port Authority Bus Terminal (PABT), which is overwhelmingly on NJT or NJT-subsidized carriers. Both XBL & PABT are used beyond design capacity.
- 150,000 (21%) is New Jersey Transit Rail's average weekday passenger load in and out New York Penn Station (NYPS), which totals 58% of the total trips on its rail system.
- NYPS is not the main destination hub for New Jersey public transit riders to Manhattan, yet it is crowded enough, as are the subways serving it. About 70% of NJT rail riders are headed to within a 10 minute walk of Grand Central Terminal at 42nd Street.

-Manhattan has the 53rd Street crosstown **E** subway line serving NYPS and PABT, and two crosstown subways along 42nd Street serving PABT via Times Square, the **S** Shuttle, and the **7** Flushing line that also heads to Long Island City and Mets Citi Field. No crosstown subway runs under 34th Street, so the 7th Ave. **1, 2, 3** subway lines are used between NYPS and Times Square. Subway navigability in Manhattan, as well as NJ municipal parking restrictions, and capacity limitations force ridership to be much higher on bus than on rail.

-While New York City and the Parsons-Brinkerhoff study extends the **7** from the end of its tail tracks at West 25th Street to Secaucus via Hoboken, but not stopping at Hoboken, we propose it stop so that it may connect with the Hudson-Bergen Light Rail and Hoboken, which is more densely populated than NYC.

-Additional Hudson River rail capacity at 18 trains per hour would be provided, assuming CBTC signaling, which has started construction on the Flushing line.

-Reroutes rail passengers between Secaucus and Times Square by direct routing on the **7**, relieving passenger congestion at NYPS, the 7th Avenue subway station, and subway to Times Square.

-Turnpike buses would be able to discharge/receive some passengers at Secaucus for the **7**, or terminate there rather than run to/from PABT, saving NJT money and reducing congestion on I-495.

-Almost continuous distribution of passengers to their destination along the **7**'s three stops in Manhattan with passageways to entrances at 12 cross avenues between 9th and 3rd Avenues.

-Realistic alternative for bus riders to reduce massive Lincoln Tunnel bus traffic, and improve air quality.

-Operating advantages and economies to NYC Transit. Placing a small yard near Secaucus Junction would eliminate the need to dead-head some 34th St.-Hudson Yard **7** trains back to Corona for mid-day storage and then back again for the PM rush. That may entice MTA's interest in providing some financing.

-Better ability for New Yorkers to access jobs on the Jersey Gold Coast near Exchange Place, via the **7** and HBLRT. PATH's 33rd St. line doesn't penetrate Manhattan far enough, nor is its service integrated with MTA.

-Minimal disruption to Manhattan infrastructure while providing service to Manhattan's East Side.

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