

June 17, 2008

TO: Members of NJ-ARP (NJ Association of Rail Passengers)

FROM: Ralph Braskett, NJ-ARP Member

RE: The Tunnel Crossing Under the Hudson

NJ-ARP Director William R. Wright's criticism of NJ-ARP's one seat ride to Grand Central is correct. His solution, NJT's deep tunnel to 34th Street, is NOT the answer. Like NJ-ARP's plan, **it does nothing for the bus riders, who are almost 3 times more numerous than train riders and less for train riders.** His solution aggravates the transfer conditions at the 34th Street subway stations, perpetuates the two-subway connection to Grand Central and makes connections to the 8th Ave. E train more difficult.

This metropolitan area needs a solution that deals with all the issues above and more. It exists!!

Extend the #7 Flushing line from 8th Ave. west under 41st Street to a junction station at 10th Ave., where the line splits into 2 branches: One turns South to Javits Center and 33rd Street (Mayor Bloomberg's plan).

The second continues west under the Hudson with a stop at Lincoln Harbor and continues through the Palisades then comes out onto an "EL" parallel to the NJ Turnpike to Secaucus Transfer. The junction (at 10th Ave., in N.Y.C.) would operate like PATH at Exchange Place with alternate trains going to/coming from alternate destinations

At Secaucus Transfer: The #7 tracks would come in between the NEC & Bergen/Main and Pascack platforms at ground level or take over the Bergen/Main and Pascack platform with those trains coming into the Main platform. Bus on/off lanes and stations would be built along the N.J. Turnpike for all the buses headed to New York's Port Authority Bus Terminal (PABT) with escalators directly to the subway platform.

An empty 11-car #7 train would arrive every 3 to 4 minutes during the a.m. peak (with the new signal system for the #7 permitting 40 trains per hour).

Lincoln Harbor station will have connections to Hudson-Bergen LRT and bus routes to/from Bergen County.

This solution: Takes people where they want to go; Will be built in half the time; Will cost half as much.

WINNERS:

- 70% of the NJT Rail riders who want to be a 5 to 10 minute walk from Grand Central.
- NJT bus riders, who do not walk from PABT to Grand Central or those who dislike Lincoln tunnel delays.
- Bus and rail riders destined for 53rd Street E train corridor will have options: switch to #7 or stay on their train or bus and enjoy less crowded transfers at Penn Station-NY or PABT because the GCT riders will not clog up the stations.
- Rail and bus riders who walk from Penn Station-NY or PABT to their destinations will experience less crowding at their stations.
- HBLRT riders from Bergen and Hudson will have easy access to Midtown Manhattan, strengthening HBLRT.
- People currently driving to destinations in upper Manhattan, Inner Queens and Brooklyn.
- New Yorkers coming to New Jersey to work, shop, visit, spectator sports, etc.
- New Jersey taxpayers who ultimately pay for new facilities
- The whole region with less air pollution with more public transit use and less auto use.

LOSERS:

- Contractors who will lose their "dream" of a complex tunnel and huge underground station; they will have to settle for a modest subway tunnel and stations plus an economical "EL" and simple transfer station.
- Some bus riders desiring PABT, who would change buses when NJT bus is able to short turn buses at Lincoln Harbor and Secaucus Junction (but makes better use of said buses).

For more on this solution and critiques of the other 2 solutions visit: www.subwaytosecaucus.com.