

Findings and Recommendations for the Locally Preferred Alternative

PROJECT GOALS	TSM	1A	1C	1D
Support existing and proposed development in the West Side community	○	●	●	○
Minimize effects on existing and proposed HBLR operations	⦿	●	⦿	⦿
Minimize adverse impacts on the built and natural environment	⦿	●	●	●



Alternative 1A

What makes this the locally preferred alternative? The 1A alternative:

- ✓ Provides direct HBLR service to Bayfront
- ✓ Attracts 4,700 new HBLR riders compared to the No Action Alternative
- ✓ Avoids impacts on existing HBLR operations
- ✓ Provides transit benefit to the western waterfront at a lower cost than Alternative 1C

Public Involvement

We encourage comments and questions about the project. Please feel free to contact us at feedback@hblr440aa.com. For more information and project updates, visit www.hblr440aa.com.

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Project Update

In the initial phase of the Hudson-Bergen Light Rail (HBLR) Route 440 Extension Alternatives Analysis, an initial list of alternatives (the “long list”) to be studied was developed. This preliminary list was refined and screened based on how well alternatives met project goals. Alternatives that passed this evaluation (“short list”), as well as the Transportation System Management (TSM) Alternative, have been studied in further detail and evaluated based on technical considerations as well as input received at the public open house in October 2010.

NJ TRANSIT will recommend a Locally Preferred Alternative using the short list evaluation findings, together with further public input. Once public comments have been received and reviewed, the final report will be issued and a Locally Preferred Alternative will be recommended.



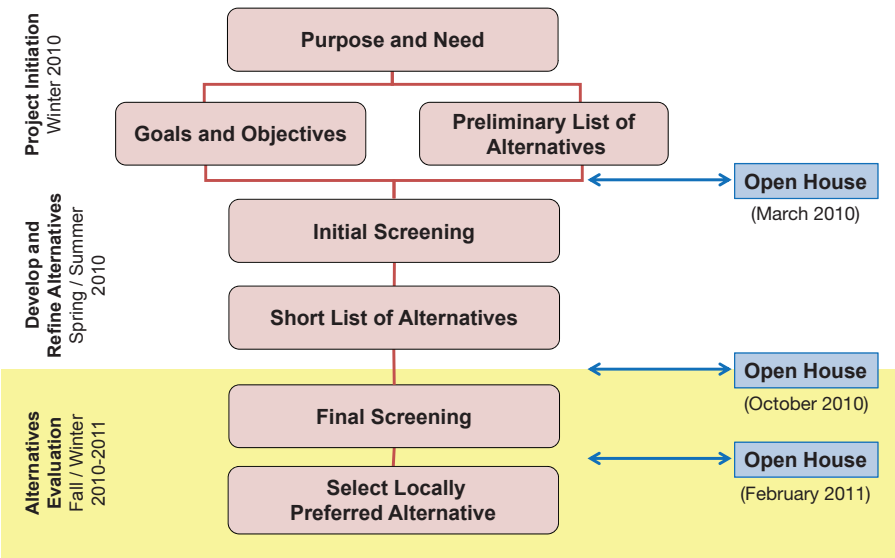
Short List of Alternatives

The short list of alternatives includes a Transportation Systems Management (TSM) alternative along with three options to extend the HBLR West Side Avenue–Tonnelle Avenue Branch from its current West Side Avenue Station to serve the new development planned at Bayfront.

The TSM Alternative consists of a lower cost alternative that does not require major capital investments. The TSM Alternative would be a circulator bus service between the West Side Avenue Station and Bayfront and Society Hill. The TSM Alternative would improve access for future residents of the western waterfront, but it would be inconsistent with the approved Bayfront plan and would attract far fewer new riders than the light rail alternatives.

The light rail alternatives– Alternatives 1A, 1C and 1D– all have benefits that meet the project’s goals and objectives. Looking at the relative benefits and detriments, however, Alternative 1A appears to be the best solution to meet the project’s purpose and need. Alternative 1A would directly serve the planned new Bayfront community, would increase ridership on the HBLR system, and has lower capital costs than Alternative 1C with nearly the same benefits to future riders.

The Process



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TSM Alternative | Shuttle Bus Service

New bus service between West Side Avenue Station and Society Hill with stops at:

- HBLR West Side Avenue Station
- NJCU West Campus
- Bayfront
- Society Hill



Engineering Considerations	Minimal construction requirements.
Cost	Capital (Year of Expenditure Dollars) = \$2.7 Million O&M (Year of Expenditure Dollars) = \$2.6 to 2.8 Million
Operations	Buses meet arrival/departure of all HBLR trains. One-way run time West Side Avenue to Society Hill =12 mins.
Ridership	1,095 average weekday boardings. (Increase of 385 boardings compared to No Action Alternative)
Environmental Considerations	Minimal, if any, environmental effects are anticipated.

Alternative 1C | Extension to Bayfront with two stations



Engineering Considerations	Needs alteration of West Side Avenue Station and parking lot. Requires interest in properties for right-of-way.
Cost	Capital (Year of Expenditure Dollars) = \$241.6 Million O&M (Year of Expenditure Dollars) = \$1.8 to 2 Million
Operations	Operates within existing HBLR schedule but poses schedule risks when disruptions occur. One-way run time West Side Avenue to Bayfront = 2 min., 30 sec. Total round-trip travel time = 9 min.
Ridership	9,380 average weekday boardings. (Increase of 4,980 boardings compared to No Action Alternative)
Environmental Considerations	Potential for historic resources, hazardous materials, and construction impacts. Potential impacts can likely be mitigated.

Alternative 1A | Extension to Bayfront with one station



Engineering Considerations	Needs alteration of West Side Avenue Station and parking lot. Requires interest in properties for right-of-way.
Cost	Capital (Year of Expenditure Dollars) = \$213.9 Million O&M (Year of Expenditure Dollars) = \$1.8 to 2 Million
Operations	Operates within existing HBLR schedule. One-way run time West Side Avenue to Bayfront =1 min., 50 sec. Total round-trip travel time = 8 min.
Ridership	9,100 average weekday boardings. (Increase of 4,700 boardings compared to No Action Alternative)
Environmental Considerations	Potential for historic resources, hazardous materials, and construction impacts. Potential impacts can likely be mitigated.

Alternative 1D | Extension to Route 440 with one station



Engineering Considerations	Needs alteration of West Side Avenue Station and parking lot. Requires interest in properties for right-of-way.
Cost	Capital (Year of Expenditure Dollars) = \$142.4 Million O&M (Year of Expenditure Dollars) = \$1 to 2 Million
Operations	Operates within existing HBLR schedule. One-way run time West Side Avenue to Bayfront = 1 min., 20 sec. Total round-trip travel time = 7 min.
Ridership	6,360 average weekday boardings. (Increase of 2,960 boardings compared to No Action Alternative)
Environmental Considerations	Potential for historic resources, hazardous materials, and construction impacts. Potential impacts can likely be mitigated.