Board Resolution – Oct. 22, 2015

• Evaluate “Available Strategies to Meet and Manage Trans-Hudson Demand Over Next 30 Years…” Consider –
  – Rail, Ferry, and Other Modes
  – Improvements to Existing Infrastructure
  – Impact of New Technologies
  – Congestion Mitigation
  – Workplace Flexibility
  – Relative benefits of Trans-Hudson Alternatives
Study Approach

• Focus on West-of-Hudson Transit Network – All Modes
• Assessment Independent of Midtown Bus Master Plan Effort
• Early Focus on Bus System to Inform Design and Deliverability
  Competition – Corridor Operations & Technology Opportunities
• Potential Factors Affecting Benchmark PABT 2040 Forecast:
  – Corridor Constraints and Strategies
  – Bus Diversion Opportunities
  – Potential Diversion to Other Modes
  – Other Factors Affecting Commuter Behavior
Rte. 495-Lincoln Tunnel-PABT System
The XBL Today

The busiest bus lane in the US-
• 1,850 average daily buses
• 650 buses in peak-hour
• 66,000 weekday commuters
• Serves more commuters than PATH, Ferries, Penn Station Commuter Rail
• Saves commuters 20-30 minutes over auto trip
Upgrading Corridor Operations

- Improve Merges at ‘Teardrop’
- Apply Technologies for More Precise Bus Dispatching
- Investigate Phasing Bus Automation Technologies with NJT and private operators
Potential for Expanded Bus Priority on 495
Lincoln Tunnel/Toll Plaza Operations

- Throughput Constraints Are 495 Corridor, Existing PABT
- Plaza Can Process Added Buses With Technology, Lane Management
- Tunnel Throughput Is Adequate Assuming More Efficient Bus Terminal and Ramp Operations
- Continued Bus-Priority Policy Essential as Regional and Local Traffic Grow
Transit Options Shape Commuter Choices

- West-of-Hudson Rail
- Bus Network Coverage Extensive, Flexible- 40% of PABT Commuters from Bergen/Hudson Counties
- PATH Roles: Transfers at NJ Transit Hubs and Direct Links to NJ Urban Centers
Bus Service Via Alternative Crossings

• Test Other Options for Some Current PABT Users, via -
  – GWB Bus Station and Subway
  – Holland Tunnel
  – HT/LT West Midtown Loop

• Potential Total Reduction of 40-60 Peak-Hour 2040 Buses If Successful

• Requires Support by NJT, Private Operators, NYC
Diversion to Alternative Transit Modes

- Expanded NJT Rail Service with Gateway Program
- No. 7 Line Extension to Secaucus w/Bus Facility
- Expanded PATH Service Capacity
- PATH Extension/Transfer at NEC Rail Link Station
- Hudson-Bergen Light Rail Transit Extension
- Expanded Trans-Hudson Ferry Services
- Hoboken Terminal Rail Expansion
Gateway: Expanded NJT Rail Service
No. 7 Line to Secaucus w/ Bus Transfer
Commuting Capacity Study Findings

• Robust Demand on Overall Trans-Hudson Network
• Crosscutting Trends May Affect 2040 PABT Forecast
• Potential for Reducing 2040 PABT Demand: 10-20 % -- Including Full Gateway Expansion for NJT Rail, Not No. 7 Line Secaucus Extension
• Factors Sustaining or Increasing 2040 PABT Demand:
  – Delays in Advancing Other Strategies
  – Changes in Commuting Patterns – Latent Demand
  – Flexibility of Bus Service to Absorb Market Changes
Recommendations

- Develop Partnerships for NJ Corridor Improvement to Complement Near- and Long-Term PABT Operations
  - Respond to Continuing Demand Growth While Planning New PABT
  - Identify early options for bus staging and storage in both NYC and NJ
  - Manage Network to Prioritize Bus Access and Ease Local Congestion

- Ensure New PABT Can Serve 2040 Forecast If Needed
  - Seek “Scalable and Modular” Approaches
  - Provide flexibility to Handle Evolving mix of Bus Fleets, Sizes

- Support Demand Management Strategies
  - Investigate Wider Use of Flexible Work Hours for Peak-Hour Relief
  - Test markets for bus service via alternate crossings
Next Steps

- Review Study with NYCDOT, NJT, Private Bus Operators, Community Stakeholders, Concerned Agencies
- Identify Initial Alternate-Crossings Bus Service Pilots
- Monitor Progress of Related Transit Projects
- Develop Interagency Strategy to Evaluate Bus Technologies
- Investigate Potential for Regional Effort to Promote Flexible Work Schedules to Ease Peak-Hour Demand