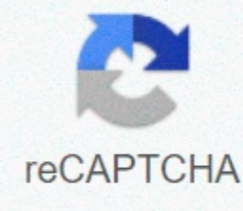




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Hudson bergen light rail map



in: The text imported from Wikipedia Edit Share The Hudson-Bergen Light Rail (HBLR) is a light rail system owned by New Jersey Transit that connects the bayonne, Jersey City, Hoboken, Weehawken, Union City and North Bergen communities to the 21st Century Rail Corporation in New Jersey. The final length of the line, when completed, will be 20.6 miles (33.2 km). With a final total cost of about \$2.2 billion, Hudson-Bergen Light Rail is one of the largest public works projects in New Jersey. The project is funded by a mix of state and federal funds. The Federal Transit Administration contributes 41% of the cost of a \$1.2 billion extension project through 2008. [1] Overview [layout] layout] A light rail system for this densely populated area has been on the drawing board for more than 15 years. In the 1980s and early 1990s, planners and government officials realized that alternative transportation systems should be put in place to relieve increased congestion along the Hudson River] to relieve increased congestion along the coast, especially around the Hudson River crossings. After extensive work, it was decided that the most efficient and cost-effective system to meet the region's growing demands would be light rail built at various stages. The design, construction, operation and maintenance of the system was part of a public-private partnership. In 1996, New Jersey Transit gave a DBOM (design/build/operation/maintenance) contract to 21st Century Rail Corporation (a subsidiary of the Washington Group), an engineering and construction consulting firm. Under the contract, 21st Century Rail will deliver a fleet of vehicles at a fixed price, a guaranteed completion date and 15 years of operation and maintenance of the system. The first contract only covered the First Operating Segment, but was later re-interviewed for subsequent extensions. The light rail opened to the public in April 2000 with the first operating segment connecting Bayonne (34th Street) and Jersey City (Exchange Place), as well as a sield line to West Side Avenue in Jersey City. Towards the end of the same year, the service was expanded north to Pavonia-Newport. In 2002, service was expanded to the Hoboken Terminal, which completed the project's first Minimum Work Segment (MOS). The PROJECT's MOS-2 is the 22nd in Bayonne. The original plans include hudson-bergen light rail north, Vince Lombardi Park-and-Ride in Ridgefield, Society Hill at the West Side Avenue branch and 5th Street in the south. Bayonne to complete the third minimum operating segment (MOS-3) planned. Currently the line is now planned to be the southern terminus of Bayonne 8 Th Street, with funding advertised by the State of New Jersey to complete the 8th Street line at an event on May 6, 2006. [2] No other expansion plans have been announced for the completion of later parts of the project and no timetable has been set. Inside Hoboken, the line would have actually been structured as a through-running operation, an alignment either built over or adjacent to Sinatra Park on the way to Port Imperial in Weehawken, which would have given access to both path station entrance and bus station. It was shelved in favour of the current stinging end station at the southern end of Hoboken Terminal and the route available on the western side of Hoboken. Despite its name, Hudson-Bergen Light Rail only currently serves In Hudson County (although, flyers from the early 1990s, the project was described as the Hudson River Waterfront Transportation Corridor, Bergen County made no mention and later featuring the Bayonne extension). Following a review of the possible northern termini against Vince Lombardi Park & Ride (including a proposal for a one-piece operation to Paterson over the right of way of New York, Susquehanna and the Western Railroad for short), light rail, along the former Erie RR North Branch, was proposed to expand further north of neighboring Bergen County to end in tenafly. The high cost of this plan (\$1 billion), combined with a new \$6 billion commuter rail tunnel for the Northeast Corridor under the Hudson River, combined with shifting the right priorities, effectively put an end to such plans. Route and right of way [edit | sources] Except for parts in downtown Jersey City where the route works ranked or high, the system follows the former rights rights of the West Shore Railroad (north of Hoboken) and the New Jersey Central Railroad (south and west of Liberty State Park). Hudson-Bergen Light Rail operates | a service pattern using three connected routes as of February 11, 2006. This pattern of service offers direct travel between stations north of Hoboken Terminal and stations in the south. With the opening of new stations in Union City and North Bergen on 25 February 2006. There are three itineraries: there is also a Bayonne Flyer service that runs peak hours in the morning and evening on weekdays and stops all at Bayonne, running Liberty State Park, Essex Street, Exchange Place, Harborside Financial Centre, Pavonia-Newport and Hoboken Terminal. Park-and-Ride is very much available on East 22th Street. East 34 Street, East 45 Street, West Side Avenue, Liberty State Park and Tonnelle Avenue. There are a total of 3,880 parking spaces. The service runs on an honor system. Buy tickets at NJ Transit ticket vending machines (TVM). Automatic Validators located one way and near on trip bilettnms must be validated. The approver will stamp the ticket with a date and time stamp for 90 minutes of use. Fare inspectors conduct random ticket inspections on vehicles and stations. This is similar to the system used for many light rail lines in Europe. The penalty for missing a fee on Light Rail is \$100. The one-way adult fee is \$2.10. Monthly, unlimited passes are \$64. The elderly (aged 62 and over) and disabled passengers travel by light rail for a discounted fee of \$1.05 (valid ID may be charged). Customers who purchase one-way tickets can purchase HBLR transferred tickets from HBLR ticket vending machines for \$2.80. When these tickets are confirmed, they can be used for travel by light rail and for a single-zone transfer to the connected NJ Transit in-state bus. Why customers can also purchase transfers on any in-state bus connected to HBLR. Valid valid New Jersey Transit weekly and monthly train tickets are also good for travel and no verification is required. Trains are served from about 05:00 to .m 000 .m day. As of February 11, 2006, the busy period service runs every five minutes for customers traveling within the basic parts of the system. The frequency of departures from endpoint terminals is every 10 minutes (increased at 12-minute intervals). Off-week trains runs every 5-10 minutes. Trains are open at 20-minute intervals from late evening to 01:.m in each branch. Weekend trains can be expected every 15 minutes during the day and every 20 minutes from late evening to 1 .m. Rolling stock[editing | source edit] Hudson-Bergen Light Rail there are 48 electric powered vehicles built by Kinki Sharyo. Cars gathered in Harrison, New Jersey. Each vehicle is 90 feet (27.4 m) long and has four sets of double-angle doors on both sides. Vehicles can accommodate up to 68 passengers and can accommodate up to 122 passengers. All Hudson-Bergen Light Rail vehicles are air-conditioned. The Newark Light Rail system uses the same type of vehicle. The Hudson-Bergen Light Rail system uses an old rail and new (custom) use-of-way for most of its length, with some class separation in specific areas. This city shares a lane with cars on a section of Essex Street in Jersey City, but for the most part, it doesn't work with other traffic. Special signals in class crossings automatically change traffic lights in favor of light rail to minimize stopping. The line from 22nd Street to Liberty State Park was once the main line of the New Jersey Central Railroad; CNJ's branch in Newark was used for the line west of West Side Boulevard. From Liberty State Park to Hoboken Terminal, the line is a brand new parts are in the bed of the Morris Canal. From Hoboken to the bend south of 2nd Street, the line runs next to the New Jersey Transit tracks, formerly the main line of the Lackawanna Railway; It uses the river, which is Conrail's River Line north of the curve, and was actually the New Jersey Junction Railroad. The tunnel under the New Jersey Palisades was actually the main line of the West Shore Railroad. To get the right path for the line north from Hoboken, part of Conrail's River Line, New Jersey Transit paid to upgrade Conrail's Northern Running Track, allowing Conrail to use it for freight trains instead of the River Line. Ridership[editing | source] The system currently serves an average of 30,000 customers per day[3] and is expected to expand to more than 34,000 customers per day by 2007 and to 100,000 daily when the project is completed in 2010. Much additional equestrian vacant brownfield land and little-used features are expected to come from real estate developments being built around hudson-bergen Light Railway stations. After September 11, 2001., the PATH system's Exchange Place station was shut down due to water damage in connection with the destruction of the World Trade Center. As a result, the Light Rail Currency Place railway was the only vehicle in transit and the only practical way there from points outside Jersey City. Station art [source | editing] Most of the stations feature artwork created by various artists. For example, Liberty State Park station has glass tie artworks representing a number of fallen flag railroad logos. In total, 30 artists created 50 works of art for the stations. Urban revitalization[] edit source] Light rail has been a catalyst for both residential and commercial development along the route and played an important role in the New Jersey Gold Coast revitalization. Most of the stops were located in empty or underused areas, which are now starting to see intensive housing and mixed-use development. The line along Essex Street in downtown Jersey City has claimed 3,000 residences over five years. A transit-oriented development known as Liberty Harbor North, an 86-acre off-road bordering Liberty State Park, is being re-developed, with 6,000 residential units and commercial space to be millions of square feet. [4] Other developments are planned or currently under way in Union City, Bayonne and Weehawken, very close to light rail stations. Station list[] editing source] Existing Stations[editing | editing source] Currently has 23 active Hudson-Bergen Light Rail stations and 24 stations under construction: City Station / Location Services Opened Transfers and notes North Bergen Tonelle Avenueat 51st Street West Side-TonnelleHoboken-Tonelle 25, 2006 NJ Transit otobüsler 83 ve 127 Union City Bergenline Avenueat 49 Th Street West Side-TonnelleHoboken-Tonnelle Şubat 25, 2006 NJ Transit otobüsler 22, 22X, 84, 86, 89, 156, 159, ve 181one blok batı JFK Bulvarı: NJ Transit otobüsler 88 ve 154 Weehawken Port ImperialPort Imperial Boulevard, Kuzey Pershing Road West Side-Tonnelle Hoboken-Tonnelle Ekim 29, 2005 NJ Transit otobüsler 23 , 156 , 158, ve 159 Lincoln HarborWaterfront Terrace, kuzey 19 Street West Side-TonnelleHoboken-Tonnelle Eylül 7, 2004 Harbor Bulvarı üzerinde bir blok doğu: NJ Transit otobüsler 64, 67, 68, 156, 158, ve 159 Hoboken 9 Street-Congress Street9th Street, Jackson Street West Side batısında-TonnelleHoboken-Tonnelle Eylül 7, 2004 Paterson Plank Road: NJ Transit otobüsler 22X, 85, 87, ve Palisade Avenue üzerinde 123one blok batı : NJ Transit otobüsleri 22 , 84 ve 86; Red & Tan Hudson County otobüsler 99 ve 99S 2 Streetwest Marshall Street West Side-TonnelleHoboken-Tonelle 7 Eylül, 2004 Paterson Avenue bir blok güneyinde: NJ Transit otobüsler 22X, 85, ve 87 Hoboken Terminal TerminalGüney sonu Terminal Yolcu Hoboken-Tonnelle22nd Street-Hoboken 29 Eylül 2002 NJ Transit demiryolu, PATH ve NY WaterwayNJ Transit otobüsler 22, 22X, 23, 64, 68 , 85, 87, 89 ve 126; TransportAzumah otobüs TAZ3 Jersey City Pavonia-NewportMall Drive East West Side-Tonnelle22nd Street-Hoboken 18 Kasım 2000 PATH ve NY Waterwayon Washington Bulvarı: NJ Transit otobüsler 64, 68, 86, ve 126; Red & Tan Hudson County otobüs4, 5, ve 16; TransportAzumah otobüs TAZ3: A& C Otobüs Harsimus CoveMetro Plaza Drive Batı Yakası-Tonnelle22nd Street-Hoboken 18 Kasım, 2000 Harborside Finans MerkeziGreene Street Doğu, Morgan ve Steuben Streets West Side-Tonnelle22nd Street-Hoboken 18 Kasım 2000 NY Waterway Exchange PlaceHudson Street, York ve Montgomery Streets West Side-Tonnelle22nd Street-Hoboken 22 Nisan 2000 PATH, NY Waterway ve New York Water TaxiNJ Transit 1 arasında , 43, 64, 68, 80, 81, 82 ve 86; Red & Tan Hudson County otobüs 4 ve 16; TransportAzumah otobüs TAZ3; Hudson ve Greene Streets Arasında A& C Otobüs Essex Street West Side-Tonnelle22nd Street-Hoboken 22 Nisan, 2000 NY Waterway ve New York Su Taksi Marin BulvarıGrand Street West Side Güney-Tonnelle22nd Street-Hoboken Nisan 22, 2000 NY Waterway Jersey AvenueSouth Grand Street West Side-Tonnelle22nd Street-Hoboken Nisan 22, 2000 Red & Tan Hudson County otobüs 3 ve 81; Red & Tan Hudson County otobüs4 ve 16 Liberty State Park Communipaw ve Johnston Avenues West Side-Tonnelle22nd Street-Hoboken 22 Nisan arasında, 2000 NJ Transit otobüsler 305 ve 981 Garfield Avenue arasında Birlik ve Carteret Streets 'West Side-Tonnelle Nisan 22, 2000 Red & Tan Hudson County otobüs 3 Martin Luther King Driveat Virginia Avenue West Side-Tonnelle 22 Nisan 2000 NJ Bus on Ocean Avenue 87one block east: NJ Transit bus 81; Red & Tan Hudson County bus 4 and 99 bus: 81, 87one block west Bergen Avenue: Bergen Avenue Bus West Side Avenue Claremont Avenue West Side-Tonnelle April 22, 2000 Mallory Avenue one block west: NJ Transit bus 80; A& C Bus Richard StreetEast Garfield Avenue 22nd Street-Hoboken April 22, One block west of 2000 on Garfield Avenue: Red & Tan Hudson County bus 3 Danforth Avenue East Garfield Avenue 22nd Street-Hoboken April 22, 2000 a block west on Garfield Avenue: Red & Tan Hudson County bus 3 Bayonne 45 Street Avenue E East 45th Street 22nd Street-Hoboken April 22, One block west of 2000 on Broadway: Broadway Bus 34 StreetAvenue E East 34 Street 22 Street-Hoboken April 22, 2000 Broadway one block west: Broadway Bus 23 StreetAvenue E East 22nd Street 2 2nd Street-Hoboken November 15, 2003 A block west on Broadway: Broadway Bus 8th Street8th Street Avenue C under construction [| edit source] April 15, 2000: First episode opens, 34 Th Street Exchange Place With a branch of West Side Avenue. November 18, 2000: Light rail extends north to Pavonia/Newport. September 29, 2002: Light rail extends north to Hoboken Terminal. November 15, 2003: Light rail south, 22. [5] September 7, 2004: Light rail extends north to Lincoln Harbor. [6] October 29, 2005: Light rail runs north to Port Imperial and only serves on weekends. [7] February 25, 2006: At a ceremony attended by many elected officials, the line is extended to Tonnelle Street in North Bergen. Service starts at Port Imperial station exactly seven days a week. [8] Bus services on routes 22, 23, 86, 89 and 181 were changed on April 8 to take advantage of the reliability and convenience of light rail. [9] Proposed extensions[] edit] Meadowlands/Xanadu[] edit] NJ Transit is changing its priorities at the same time towards the Meadowlands Sports Complex with light rail to provide easy access to planned Meadowlands Xanadu shopping and entertainment development. A \$300,000 feasibility study has been approved, but some estimate the project could cost \$1 billion, up from \$750 million. Historically, the Meadowlands Sports Complex has been inaccessible by rail, but NJ Transit and the Port Authority of New York and New Jersey are building a scath from the complex, Pasack Valley commuter line that will be the first stage of a larger public transportation plan for the Meadowlands. The light rail extension (phase two) will be built later. Secaucus Junction Extension[] edit source] Jersey City NJ Transit would undertake an extension of light rail between Harsimus Cove, would return to light rail to the north and Stops, 6 Th Street along 6th Street on Embankment and Secaucus Junction Station via Bergen Arches stops along the way. There are also a group of conservationists who want the Sixth Avenue Set preserved as a raised park. The city's proposal would make the set part light rail and semi-upgraded park. On March 14, 2007, the Jersey City City Council voted whether to apply for a \$4.9 million government loan to buy and help develop the open-field Sixth Street Embankment - the land is owned by a private developer and has shown intent to sell. The results of this vote are still pending. [10] The Northern Branch is working on recommendations for the FRA-spec rail service provided by diesel multi-unit (DMU) vehicles similar to the Colorado Railcar DMU tested in Bergen County[regulation | source edit] NJ Transit, New York. Susquehanna and western railroad (NYS&P) main line (Bergen County segment) and Princeton Branch, NJ main line (formerly Erie North Branch) along the old Northern Railroad, tenafly center to end Bergen County. If built, this will actually be a separate service, with tenafly heading south of stations located before the end of Englewood, Leonia, Palisades Park, Ridgefield and Fairview north Bergen, required to access HBLR with a station transfer from Tonnelle Avenue. Touted as a stepping stone towards a one-seat drive to New York's Penn Station, it has been met with heavy criticism from various organizations that prefer to provide electric service to Tenafly over the HBLR standard, noting that the NJT will back away from its commitments to build the LRT on this line if they follow the DMU option. NJ Transit has taken \$3.6 000,000 in federal funding to carry out engineering and environmental work, some recent preparation steps, which could cause construction to begin until 2008, with completion by 2011. [11] Route 440[edit | source edit] The Jersey City West Side line is not particularly well patronized. NJ Transit has agreed to extend the West Coast line to Route 440, ending it at the Hudson Mall, as a way to increase horseback riding in the segment. This new western station will be only about 1/4 mile from the existing western terminus. Staten Island [edit |] Some proposals have been floated to expand the Bayonne section of the line from the Why Bridge to Staten Island. However, the completion of any construction project involving a collaboration between NJ Transit, New York State and New York City is at best a complex issue, and any expansion of Staten Island is unlikely in the near future. The Bayonne Bridge is built to accommodate two extra lanes that can be used for light rail service. However, the Bayonne Bridge will be as it is currently available or a full rebuild will come The bridge deck or Bayonne Bridge, which will accommodate larger container ships passing under it, can be completely rebuilt, possibly with the supply of light rail. [12] Light rail expansion issues can be further discussed as future Bayonne Bridge plans evolve further. In June 2006, U.S. Senator Charles Schumer of New York requested an official review of light rail tracks along the north and west coasts of Staten Island, regardless of the idea of running HBLR on the Bayonne Bridge (but on the way to becoming interconnected in the future). The West Shore line, called, connects to a new park and ride in the Bloomfield section of Staten Island's and extends all the way from Staten Island Mall. [13] Bergen-Passaic Light Rail[regulatory | regulatory source] Another proposal currently being explored by NJ Transit is an extension of Hawthorne Hackensack and Paterson through New York, Susquehanna and the Western Railway Main Line. As proposed for the Northern Branch, DMU cars will currently be used under preferred alternatives. Part of the southern lane of the line, including the North Bergen final remanation, will be shared with the Northern Branch. See also[resource editing |] References[] editing source] – Registration (Bergen County), February 8, 2006, p. L-3 – Funds bayonne, Jersey Journal, May 4, 2006 – NJ Transit fare hikes are on the horizon to stretch the light rail to 8 St: A local public hearing Wednesday, Hudson Reporter, February 25, 2007 – Liberty Harbor North, January 3, 2007 Hudson - Bergen Light Rail accessed Bayonne's Business District New Jersey Section Transportation Press release November 6, 6 , 2003 – Hudson-Bergen Light Rail Weehawken Opened - Hoboken New Jersey Transit Press Release 2 new stations September 7, 2004 – Hudson-Bergen Light Rail Weehawken's Port Imperial Station New Jersey Transit Press release October 24, 2005 – New Light Stations Rail Union City and North Bergen New Jersey Transit Press Release, February 25, 2006 New Transit New Transit , Hudson County Bus Service Changes, Effective April 8, 2006, side 1PDF (788 KiB) and side 2PDF (38.4 KiB) – Jersey Journal March 14, 2007 – \$3.6M fast track Star-Ledger February 14 , 2006 – Cutting bergen rail project on the agenda to help put Embankment vote for ships problem and expensive question for Port Port , May 19, 2006 – Schumer S.I. Light Rail Throws Support Behind NY1, June 18, 2006 Resources[] regulation resource regulation] For reborn cityscape on the road: Hudson-Bergen Light Rail line proves a boon for old urban areas Steve Chambers , Newark Star-Ledger, October 30, 2005. The Xanadu rail plan could be a boon for the NJ picture Shannon D. Harrington, Registration (Bergen County), May 6, 2005. connection can cost \$1million; Study Meadowlands extension OK'd John Brennan, Registration (Bergen County), April 28, 2005 by. Light rail to Tenafly is still a dream; Further work on NJ Transit is required by Soni Sangha, Registration (Bergen County), January 23, 2005. External links [editing |] Articles with text imported from Wikipedia Community content may be used under CC-BY-SA unless otherwise specified. Noted.

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