Ferry Experience in New York Harbor

Working Waterways and Waterfronts National Symposium
Portland Maine - September 27-30, 2010

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Ferry Transportation
The Port Authority of New York & New Jersey
History of Hudson River Ferries

- First routes implemented more than 300 years ago;
- Primarily functioned in late 1800s and early 1900s as extensions of railroads;
- Ferry services declined as a result of rail and vehicular tunnels/bridges;
- Service reactivated by NY Waterway on December 3, 1986.
History of Hudson River Ferries

- The world's FIRST steam ferry route started out of Hoboken in 1807 by Robert Fulton, this service put Weehawken route temporarily out of business.
- The Weehawken route operated sporadically for several years, and was purchased by the New Jersey Midland Railway in 1871.
- Hoboken Ferry operated continuously for 145 years, until 1967. At the time it closed, it was the last steam ferryboat on the Hudson.
More than 100 ferry routes have come and gone on the Hudson River during the past 300 years.

In 1700, the First Earl of Bellomont granted a charter to Samuel Bayard for a ferry between Weehawken, N.J., and Manhattan. This primitive service lasted 100 years, with the crossing taking anywhere from 15 minutes to well over three hours, depending on winds and tides.

Ferry service peaked in the early part of the last century. Hudson River ferry service slowly coming back.
History of Hudson River Ferries

- Railroad-controlled ferries, grew into one of the largest ferry operations on the Hudson.

- Traffic declined steadily thereafter:
  - Holland Tunnel opened in 1921,
  - George Washington Bridge in 1931,
  - Lincoln Tunnel in 1937.

- New York Central Railroad, the final owner of the ferries from the Weehawken Terminal, discontinued service in 1959 - closing out 259 years of service.

- **Non-existent** by 1967
In early nineteen eighties the Port Authority was looking for additional capacity to ease congestion to its PATH system and tunnels and bridges between New York and New Jersey.

Ferry transportation was considered as an alternative to provide capacity with minimum capital investment.

The Port Authority agreed on the development of a Hoboken, New Jersey to lower Manhattan, New York ferry service. and signed a contract with Arcorp/Hartz (d/b/a NY Waterway).
Revival of Ferries in New York Harbor

- Mid-1980s **revival** begins
  - Weehawken to Midtown
  - Hoboken to World Financial Center
  - Highlands to Lower Manhattan

- 47 ferry routes started and by 2001 only 20 remained – 36,000 riders

- After **9/11** - breaching the gap – 30 routes, 70,000 riders till PATH WTC station reopened in 2003

- Today – 24 routes in operation of 70 routes tried – 32,000 riders – most 4 miles long or less
Historical Overview of Hudson River Crossings

In Millions

Source: PANYNJ & TRI STATE PLANNING COMMISSION
New York Harbor Private Ferry Services
Growth of Average Weekday Passenger Trips
New York Harbor Private Ferry Services
Annual Ferry Passengers Trips

The graph shows the number of annual ferry passengers trips from 1999 to 2009. The data indicates a significant increase in passenger trips in 2002 and 2003, with a peak in 2003. Thereafter, the number of trips decreased, with some fluctuations until 2009.

The Port Authority of NY & NJ logo is present at the bottom right of the image.
• Ferries operate in 30 states and three territories

• Nationwide ferries transported a total of 108 Million passengers in 2005 and in NJ to New York City totaled about 10 million.

• Travel by Ferry amounted to 618 million passenger miles and NJ to New York City totaled 46.1 passenger miles.
Ferry Passengers and Passenger-Miles for States
Passengers in 2005 (millions)
Manhattan CBD Cordon Crossings
Average Weekday Persons and Vehicles Entering and Exiting the CBD in 2006

- 1,030,000 Persons
- 200,000 Vehicles
- 7,192,000 Persons
- 1,594,000 Vehicles
- 1,484,000 Persons
- 266,000 Vehicles
- 1,816,000 Persons
- 374,000 Vehicles

New Jersey Sector
- Lincoln Tunnel
- Amtrak/N.J. Transit Tunnels
- Uptown Path Tunnel
- Holland Tunnel
- Downtown Path Tunnel
- Ferry

60th Street Sector
- Madison Avenue
- Park Avenue
- Metro-North Commuter Rail
- Lexington Avenue and IRT
- Third Avenue
- Second Avenue
- First Avenue
- York Avenue
- Franklin D. Roosevelt Drive

Queens Sector
- Sixty-Third Street Tunnel
- Fifty-fifth Street Tunnel-IND
- Fourteenth Street Tunnel-BMT/IND
- Queensboro Bridge-IRT
- Steinway Tunnel-IRT
- 59th Street Tunnel-IRT
- Battery Tunnel

Brooklyn Sector
- Fourteenth St. Tunnel-BMT
- Williamsburg Bridge-BMT
- Rutgers Tunnel -IND
- Montague Tunnel -BMT
- St. John's Bridge -BMT
- Columbia Tunnel -IND
- Clark Tunnel -IRT
- Cony Island Tunnel -IRT
- Battery Tunnel
Trans-Hudson Passengers to Manhattan CBD (below 60th Street) Average Weekday in 2006

- PATH: 18%
- Bus: 35%
- NJT Rail: 14%
- Ferries: 4%
- Auto, Van, Truck: 28%
- AMTRAK: 1%

Source: NYMTC HUB-BOUND REPORT
New Jersey Census Tracts with large share of commuters to Manhattan

Legend
Workers Commuting By Ferry
- 0% - 9.1%
- 9.2% - 22.4%
- 22.5% - 38.5%
- 38.6% - 58.1%
- 58.2% - 100%

Source: U.S. Census Bureau - TIGER Files and NJ Transit
Reasons Passengers Prefer Ferries

- Comfort/Earnjoy Ride: 48%
- Seating: 9%
- Reliability: 17%
- Travel Time: 26%

Source: FERRY SURVEY - 1990
Ferry Function

- **Complementary** part of transport net – Hoboken to Lower Manhattan – PATH load shedder

- Lower Manhattan-based – **short walk** to jobs

- West Midtown and to lesser extent East Midtown – **coupled** with crosstown bus

- Fills void because of **slow, circuitous ground options** – Monmouth Co., North Hudson

- Establishes **value through accessibility** – Brooklyn and Queens sites, Port Liberte

- **Feeder** to rail – Haverstraw to Ossining
## Port Authority Ferry Transportation’s Capital Budget

<table>
<thead>
<tr>
<th>Terminal</th>
<th>Budget</th>
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<tbody>
<tr>
<td>Battery Park City Terminal</td>
<td>$90 M</td>
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<tr>
<td>Hoboken Ferry Terminal*</td>
<td>$60 M</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$150 M</strong></td>
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* $17 Million FTA credit
FLOOR PLAN
THE PORT AUTHORITY FERRY TERMINAL
Barge Erection
Barge Erection
Water view looking east toward World Financial Center and Battery Park City.
Birdseye view looking east at the fabric canopy and skylights.
Permanent Ferry Terminal
Landside View Looking West
Permanent Ferry Terminal
Battery Park City Waterside View Looking South

An evening view of the south elevation of the Terminal.
Hoboken Rail / LRT / Bus / Ferry Terminal
Permanent Hoboken Ferry Terminal
Permanent Hoboken Ferry Terminal
Port Authority’s Regional Ferry Program

(Regional Ferry Projects - $22M)

Completed Projects

• Borough of Edgewater, New Jersey
• City of Yonkers, New York
• 125th Street, New York
• West 69th Street, New York

Proposed

• Staten Island, New York
• Brooklyn Bridge Park Ferry
Edgewater Ferry Terminal
West Harlem Piers – 125th St. Ferry Landing
East River Projects -$ 10 M

East River landings

**Under Construction**
- East 34th Street Ferry Landing, New York

**Completed**
- East 90th Street Ferry Landing, New York
Major Ferry Terminals of NY Harbor

Pier 79 Ferry Terminal - NY

Pier 11 Ferry Terminal - NY

Weehawken Ferry Terminal - NJ
Staten Island Ferry Terminal

Whitehall Ferry Terminal - Manhattan

St. George Ferry Terminal – Staten Island
Port Authority Regional Ferry Projects

Locations:
- New York
- New Jersey
- Staten Island
- East 90th St.
- W. 69th St.
- East 34th St.
- 125th Street
- Edgewater
- Bayonne
- Haverstraw
- Yonkers
- LaGuardia Airport
- JFK Airport
- Rockaways
- Bayonne
Other Major NY Harbor Ferry Facilities

- Whitehall Ferry Terminal, Manhattan
- Staten Island Ferry Terminal, Staten Island
- Pier 11 (Wall Street), Manhattan
- Pier 79 (West 38th Street), Manhattan
- Weehawken, New Jersey
Rescue Operation in Hudson River:
1/15/2009 - US Airways Flight 1549
Use of Ferry Transportation Network for the Region’s Emergency Situations:

• December 11-21, 1992 – A Nor’easter storm flooded PATH tubes for 10 days. Ferry transportation was an alternative mode of transit for thousands of daily commuters.

• February 26, 1993 – Following the bombing of the World Trade Center, ferries successfully transported commuters impacted by the temporary closure of the World Trade Center PATH Station.

• On 9/11/01 – Ferries Evacuated 160,000 persons

• Carried 40,000 additional passengers for over three years after 9/11

• On 8/14/03 (Black out day) - Ferries Evacuated 170,000 persons

• Miracle on the Hudson 1/15/2009
Funding Source

- Passenger Fares
- Advertising and other System Revenues
- Federal Grants (Capital)
- Federal Operating Assistance
- Private Sector Initiative
- Local Agencies