



Appendix: Transit 8UU



Bayonne/Greenville/Journal Square Bus Rapid Transit Study



Contents

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- Weekday headways
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Route 10 NB Ons and Offs

Stop Order	Stop ID	Stop Name	On	Off	Load	Load per Trip
1	20383	JFK BLVD AT 3RD ST	13		13	3.3
2	20384	JFK BLVD AT 4TH ST	4		17	4.3
3	*	JFK BLVD AT 7TH ST				
4	20385	JFK BLVD AT 8TH ST		2	15	3.8
5	20386	JFK BLVD AT 10TH ST	9		24	6.0
6	20387	JFK BLVD AT 12TH ST	4		28	7.0
7	20388	JFK BLVD AT 14TH ST	4		32	8.0
8	20389	JFK BLVD AT 16TH ST	3		35	8.8
9	20390	JFK BLVD AT ANDREW ST	4		39	9.8
10	20391	JFK BLVD AT 19TH ST	1		40	10.0
11	20392	JFK BLVD AT 21ST ST	6		46	11.5
12	20393	JFK BLVD AT 23RD ST	8	1	53	13.3
13	20394	JFK BLVD AT 27TH ST	5	6	52	13.0
14	20395	JFK BLVD AT 30TH ST	2	8	46	11.5
15	20396	JFK BLVD AT 32ND ST	4	1	49	12.3
16	20397	JFK BLVD AT 34TH ST	3	1	51	12.8
17	30400	JFK BLVD AT 38TH ST			51	12.8
18	20398	JFK BLVD AT 39TH ST			51	12.8
19	20399	JFK BLVD AT DELVIN DR	2		53	13.3
20	31455	JFK BLVD AT W 44TH ST	5	1	57	14.3
21	20400	JFK BLVD AT 48TH ST	3	1	59	14.8
22	20401	JFK BLVD AT 50TH ST	3	1	61	15.3
23	20402	JFK BLVD AT 52ND ST	3		64	16.0
24	20403	JFK BLVD AT 54TH ST	2		66	16.5
25	20404	JFK BLVD AT 57TH ST		2	64	16.0
26	20405	JFK BLVD AT 58TH ST	1		65	16.3
27	20406	JFK BLVD AT 63RD ST **	2	3	64	16.0
28	20790	JFK BLVD AT PAMRAPO AVE	3	1	66	16.5
29	20791	JFK BLVD AT GATES AVE	10		76	19.0
30	20792	JFK BLVD AT PEARSALL AVE	6		82	20.5
31	20793	JFK BLVD AT GREENVILLE AVE	2		84	21.0
32	20794	JFK BLVD AT DANFORTH AVE	3		87	21.8
33	20795	JFK BLVD AT MCADOO AVE	4		91	22.8
34	20796	JFK BLVD AT WADE ST	3	1	93	23.3
35	20797	JFK BLVD AT FOWLER AVE	5		98	24.5
36	20799	JFK BLVD AT WOODLAWN AVE	5		103	25.8
37	20800	JFK BLVD AT DWIGHT ST		1	102	25.5
38	20801	JFK BLVD AT AUDUBON AVE	8	7	103	25.8
39	*	JFK BLVD AT NJCU, midblock				
40	20802	JFK BLVD AT BROADMAN PKWY	1	1	103	25.8
41	20803	JFK BLVD AT CLAREMONT AVE	6	2	107	26.8
42	20804	JFK BLVD AT MORTON PL	3		110	27.5
43	20805	JFK BLVD AT EGE AVE		1	109	27.3
44	20806	JFK BLVD AT BOYD AVE	4	1	112	28.0
45	20807	JFK BLVD AT CLENDENNY AVE	1	2	111	27.8
46	20808	JFK BLVD AT CLINTON AVE	4	3	112	28.0
47	20809	JFK BLVD AT COMMUNIPAW AVE	5	4	113	28.3
48	20810	JFK BLVD AT BENTLEY AVE	2		115	28.8
49	20811	JFK BLVD AT KENSINGTON AVE	3		118	29.5
50	20812	JFK BLVD AT JEWETT AVE	1	1	118	29.5
51	20813	JFK BLVD AT DUNCAN AVE	3	1	120	30.0
52	20814	JFK BLVD AT MONTGOMERY ST	3	6	117	29.3
53	20815	JFK BLVD AT GLENWOOD AVE	1		118	29.5
54	20816	JFK BLVD AT STUYVESANT AVE		7	111	27.8
55	20817	JFK BLVD AT SIP AVE		28	83	20.8
56	*	JFK BLVD AT TONNELLE AVE		22	61	15.3
57	20883	JOURNAL SQUARE TRANSPORTATION CENTER		60	1	0.3
		Grand Total	177	176		

* Stops not included in the official NJT stop listing, but marked with signs and yellow curb.

** There is a stop (with wood shelter) near Park. The one labeled W. 63rd St in the NJT stop listing is the same one as Pamrapo. The counts listed here for 63rd St may have occurred at Pamrapo.

Route 10 SB Ons and Offs

Stop Order	Stop ID	Stop Name	On	Off	Load	Load per Trip
1	20883	JOURNAL SQUARE TRANSPORTATION CENTER	85		85	21
2	30232	JFK BLVD 300' N OF TONNELLE AVE	7		92	23
3	20852	JFK BLVD AT SIP AVE	3	0	95	24
4	20853	JFK BLVD AT STUYVESANT AVE	3		98	25
5	20854	JFK BLVD AT HIGHLAND AVE	3	1	100	25
6	20855	JFK BLVD AT MONTGOMERY ST	3	1	102	26
7	20856	JFK BLVD AT DUNCAN AVE	5	3	104	26
8	20858	JFK BLVD AT KENSINGTON AVE	8	6	106	27
9	20859	JFK BLVD AT BELMONT AVENUE	1		107	27
10	20860	JFK BLVD AT BENTLEY AVE	2	1	108	27
11	20861	JFK BLVD AT COMMUNIPAW AVE	12	3	117	29
12	20862	JFK BLVD AT OXFORD AVE	1	2	116	29
13	20863	JFK BLVD AT CLENDENNY AVE	1		117	29
14	20864	JFK BLVD AT BOYD AVE	3	3	117	29
15	20865	JFK BLVD AT EGE AVE	1		118	30
16	20866	JFK BLVD AT MORTON PL	1	3	116	29
17	20867	JFK BLVD AT CLAREMONT AVE	3	1	118	30
18	20868	JFK BLVD AT BROADMAN PKWY	1	3	116	29
19	20869	JFK BLVD AT AUDUBON AVE	2	41	77	19
20	*	JFK BLVD AT NJCU, midblocl				
21	20870	JFK BLVD AT STEGMAN PKWY	2	2	77	19
22	20871	JFK BLVD AT VAN HOUTEN AVE		5	72	18
23	20872	JFK BLVD AT WOODLAWN AVE	2		74	19
24	20873	JFK BLVD AT VAN NOSTRAND AVE	2	2	74	19
25	20875	JFK BLVD AT STEVENS AVE	4	1	77	19
26	20876	JFK BLVD AT MCADOO AVE	1	2	76	19
27	20877	JFK BLVD AT DANFORTH AVE	2	4	74	19
28	20878	JFK BLVD AT GREENVILLE AVE		1	73	18
29	20879	JFK BLVD AT PEARSALL AVE		1	72	18
30	20880	JFK BLVD AT WINFIELD AVE	3	2	73	18
31	20881	JFK BLVD AT GATES AVE		4	69	17
32	20882	JFK BLVD AT PAMRAPO AVE	4	9	64	16
33	20407	JFK BLVD AT 63RD ST	2	6	60	15
**	20408	JFK BLVD 0' OF RT 440 **			60	15
34	20409	JFK BLVD AT 57TH ST	7	17	50	13
35	20410	JFK BLVD AT 54TH ST	6	1	55	14
36	20411	JFK BLVD AT 52ND ST	12	2	65	16
37	20412	JFK BLVD AT 48TH ST	7		72	18
38	20413	JFK BLVD AT 46TH ST			72	18
39	20414	JFK BLVD AT 44TH ST			72	18
40	20415	JFK BLVD AT 42ND ST		1	71	18
41	20416	JFK BLVD AT DILLON DR			71	18
42	20417	JFK BLVD AT 37TH ST			71	18
43	20418	JFK BLVD AT 35TH ST	1	3	69	17
44	20419	JFK BLVD AT 33RD ST		4	65	16
45	20420	JFK BLVD AT 30TH ST		27	38	10
46	20421	JFK BLVD AT 27TH ST		11	27	7
47	20422	JFK BLVD AT 25TH ST	1	1	27	7
48	20423	JFK BLVD AT 23RD ST		3	24	6
49	20424	JFK BLVD AT 19TH ST		3	21	5
50	20425	JFK BLVD AT 16TH ST		8	13	3
51	20426	JFK BLVD AT 12TH ST		3	10	3
52	20427	JFK BLVD AT 10TH ST		2	8	2
53	20428	JFK BLVD AT 8TH ST		3	5	1
54	*	JFK BLVD AT 6TH ST				
55	*	JFK BLVD AT 4TH ST				
56	20430	JFK BLVD AT 2ND ST	4	1		0
Grand Total			201	200		

* Stops not included in the official NJT stop listing, but marked with signs and yellow curb.

** Stop in database, but does not exist.

Single Trip Analysis

Day: WED

Bus#: 5270

Time Actual: 3:15

A.M./P.M. End Trip: _____

Analysis done by: J Botteker

Weather: OVERCAST

Point of origin, if before first stop: JSQ

Line #: **6** **Ocean Avenue - Journal Square** **Ou** **To: Merritt Street (Jersey 6-2)**

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
JOURNAL SQUARE TRANSPORTATION CENTER	3:15	16	/	16					JONLSQAR			
SUMMIT AVE AT NEWKIRK ST	3:19	4	/	20								
ACADEMY ST AT BALDWIN AVE	3:20	1	/	21								
MILL RD AT ACADEMY ST	3:21	4	1	24					CNTYPLZA			
CORNELISON AVE AT WAYNE ST	3:23	1	/	25								
FLORENCE ST 97' E OF CORNELISON AVE	3:24	/	/	25								
MONTGOMERY ST AT MILL RD	3:24	/	/	25								
BALDWIN AVE AT MONTGOMERY ST	3:27	/	/	25								
SUMMIT AVE AT FAIRMOUNT AVE	3:28	/	/	25								
SUMMIT AVE AT BELMONT AVE	3:29	3	1	27								
GRAND ST AT COMMUNIPAW AVE	3:32	/	2	25					GRNDCOMM			
GRAND ST AT CLINTON AVE	3:32	/	/	25								
GRAND ST AT BRAMHALL AVE	3:33	/	/	25								
OCEAN AVE AT UNION ST	3:34	/	/	25								
OCEAN AVE AT FORREST ST	3:34	/	/	26								
OCEAN AVE AT VIRGINIA AVE	3:35	/	/	26								
OCEAN AVE AT KEARNEY AVE	3:35	/	1	25								

Monday, January 14, 2013

sign indicates "courtesy stop", i.e. traditional flag stop with no bus stop sign

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REMARKS: # between Union + Forrest - 1 Passenger On

Line #: 6 Ocean Avenue - Journal Square

Ou To: Merritt Street (Jersey) 6-2

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
OCEAN AVE AT CLAREMONT AVE	3:36	/	4	21								
OCEAN AVE AT MYRTLE AVE	3:36	/	3	18								
OCEAN AVE AT WILKINSON AVE	3:37	/	3	15								
OCEAN AVE AT BIDWELL AVE	3:38	/	2	13								
OCEAN AVE AT STEGMAN ST	3:40	/	1	12								
OCEAN AVE AT DWIGHT ST	3:41	/	/	12								
OCEAN AVE AT FULTON AVE	3:42	/	5	7					OENFULN			
OCEAN AVE AT ARMSTRONG AVE	3:42	/	/	7								
OCEAN AVE AT VAN NOSTRAND AVE	3:43	/	/	7								
OCEAN AVE AT WADE ST	3:43	/	/	7								
OCEAN AVE AT WARNER AVE	3:43	/	/	7								
OCEAN AVE AT SHEFFIELD ST	3:43	/	/	7								
OCEAN AVE AT NEW ST	3:43	/	1	6								
OCEAN AVE AT DANFORTH AVE	3:44	/	3	3								
OCEAN AVE AT LINDEN AVE	3:44	/	/	3								
OCEAN AVE AT LEMBECK AVE	3:45	/	/	3								
OCEAN AVE AT PEARSALL AVE	3:45	/	/	3								
OCEAN AVE AT WINFIELD AVE	3:45	/	/	3								
OCEAN AVE AT NEPTUNE AVE	3:45	/	2	1								
OCEAN AVE AT GATES AVE	3:46	/	1	∅								

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
OCEAN AVE AT MERRIT ST	3:46	/	/	Ø					MERRETST			

Monday, January 14, 2013

sign indicates "courtesy stop", i.e. traditional flag stop with no bus stop sign

REMARKS:

Single Trip Analysis

Date: 1-14-11 Route: 6 Start Sched: _____ A.M./P.M. End Trip: _____
 Day: WED Bus#: 5270 Time Actual: 3:50 Weather: OVERCAST

Analysis done by: J. Bottcher

Point of origin, if before first stop: Merritt St.

Line #: **6** Ocean Avenue - Journal Square In To: **Journal Square (Jerse 6-3)**

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
OCEAN AVE AT MERRIT ST	3:50	/	/	Ø					MERRETST			
OCEAN AVE AT SEAVIEW AVE	3:52	1	/	1								
OCEAN AVE AT NEPTUNE AVE NEPTUNE <u>Bloomfield</u>	3:52	/	/	1								
OCEAN AVE AT WINFIELD AVE WINFIELD <u>Bloomfield</u>	3:53	/	/	1								
OCEAN AVE AT LEMBECK AVE	3:53	/	/	1								
OCEAN AVE AT LINDEN AVE	3:54	1	/	2								
OCEAN AVE AT DANFORTH AVE	3:55	1	/	3								
OCEAN AVE AT NEW ST	3:56	/	/	3								
OCEAN AVE AT CHAPEL AVE	3:56	/	/	3								
OCEAN AVE AT WARNER AVE	3:56	/	/	3								
OCEAN AVE AT EASTERN PKWY	3:56	/	/	3								
OCEAN AVE AT VAN NOSTRAND AVE	3:56	/	/	3								
OCEAN AVE AT ARMSTRONG AVE	3:56	/	/	3								
OCEAN AVE AT FULTON AVE	3:57	/	/	3					OCEANFULN			
OCEAN AVE AT STEGMAN ST	3:58	1	1	Ø								
OCEAN AVE AT WEGMAN PKWY	3:59	1	/	4								
OCEAN AVE AT BAYVIEW AVE	4:00	/	/	4								

Monday, January 14, 2011

sign indicates "courtesy stop", i.e. traditional flag stop with no bus stop sign

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REMARKS:

Line #: 6 Ocean Avenue - Journal Square In To: Journal Square (Jerse 6-3

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
OCEAN AVE AT WILKINSON AVE	4:02	2	/	6								
OCEAN AVE AT CLAREMONT AVE	4:03	/	/	6								
OCEAN AVE AT CARTERET AVE	4:04	2	/	8								
OCEAN AVE AT VIRGINIA AVE	4:04	/	/	8								
OCEAN AVE AT FORREST ST	4:04	/	/	8								
OCEAN AVE AT UNION ST	4:05	/	/	8								
OCEAN AVE AT BRAMHALL AVE	4:05	/	/	8								
GRAND ST AT CLINTON AVE	4:05	/	/	8								
GRAND ST AT ARLINGTON AVE	4:05	/	/	8								
GRAND ST AT COMMUNIPAW AVE	4:06	2	/	10								
COMMUNIPAW AVE AT GRAND ST	4:06	/	/	10					COMMGRND			
SUMMIT AVE AT CLIFTON PL	4:15	/	/	10								
BALDWIN AVE AT CLIFTON PL	4:16	/	2	8								
BALDWIN AVE AT MONTGOMERY ST	4:17	/	/	8								
MONTGOMERY ST AT MILL RD	4:17	/	2	6								
FLORENCE ST 242' E OF CORNELISON AVE	4:17	/	/	6								
CORNELISON AVE AT WAYNE ST	4:17	/	/	6								
MILL RD AT ACADEMY ST	4:18	14	/	20					CNTYPLZA			
SUMMIT AVE 130' N OF ACADEMY ST.	4:20	/	1	19								
JOURNAL SQUARE TRANSPORTATION CENTER	4:23	/	19	Ø					JONLSQAR			

Monday, January 14, 2013

sign indicates "courtesy stop", i.e. traditional flag stop with no bus stop sign

REMARKS:

Single Trip Analysis

Date: 1-30-12 Run#: → Start Sched: 4:47 A.M./P.M. Fare Register: _____
 Day: WED. Bus#: 05395 Time Actual: 4:51 A.M./P.M. End Trip: _____
 Weather: OVERCAST

Analysis done by: Jason Bottelore

Point of origin, if before first stop: JSG

Line #: **6 L** Ocean Avenue - Journal Square Ou To: **Merritt Street (Jersey)** 6-5

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
JOURNAL SQUARE TRANSPORTATION CENTER	4:51	14		14					JONLSQAR			
SUMMIT AVE AT NEWKIRK ST		/	/	14								
ACADEMY ST AT BALDWIN AVE	4:55	/	/	14								
MILL RD AT ACADEMY ST	4:56	/	/	14					CNTYPLZA			
CORNELISON AVE AT WAYNE ST	4:56	/	2	12								
FLORENCE ST 97' E OF CORNELISON AVE		/	/	12								
MONTGOMERY ST AT MILL RD	4:59	/	/	12								
BALDWIN AVE AT MONTGOMERY ST	4:59	/	/	12								
SUMMIT AVE AT FAIRMOUNT AVE	5:00	/	/	12								
SUMMIT AVE AT BELMONT AVE	5:01	#2	4	10								
GARFIELD AVE AT HARMON ST	5:06	/	/	10								
GARFIELD AVE AT BRAMHALL AVE	5:06	/	/	10								
GARFIELD AVE AT UNION ST	5:07	/	/	10					GARFUNIO			

Pacific/Carteret
 Pacific/Forrest
 Pacific/Bramhall

5:08 / 1 9 } see next
 5:09 / 1 9 } sheet - RIDE#4
 5:09 / 2 10 }

Monday, January 14, 2012

sign indicates "courtesy stop", i.e. traditional flag stop with no bus stop sign

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REMARKS:

Single Trip Analysis

Date: 1/14/2013 Start Sched: 5:00 Admin. Fare Register:
 Day: WED Bus#: 5395 Time Actual: 5:07 A.M./P.M. End Trip:

Analysis done by: J. Bottcher

Weather: OVERCAST

Point of origin, if before first stop: UNION ST.

Line #: 6L Ocean Avenue - Journal Square In To: Journal Square (Jerse 6-6

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
GARFIELD AVE AT UNION ST	5:07	/	/	10					GARFUNIO			
PACIFIC AVE AT CARTERET AVE	5:08	/	1	9								
PACIFIC AVE 273' S OF FORREST ST	5:09	/	/	9								
PACIFIC AVE AT BRAMHALL AVE	5:09	2	1	10								
PACIFIC AVE AT COMMUNIPAW AVE	5:10	/	3	7								
COMMUNIPAW AVE AT SUYDAM AVE	5:12	/	/	7								
LIBERTY STATE PARK STATION	5:14	/	/	7					LSP-R&R			
JOHNSTON AVE AT MONITOR ST	5:14	/	4	3								
PACIFIC AVE AT JOHNSTON AVE	5:15	/	/	3								
PACIFIC AVE AT COMMUNIPAW AVE	5:16	1	/	4								
COMMUNIPAW AVE AT WOODWARD ST	5:17	2	2	4								
COMMUNIPAW AVE AT GARFIELD AVE	5:17	/	/	4					COMMGARF			
SUMMIT AVE AT CLIFTON PL	5:19	/	/	4								
BALDWIN AVE AT CLIFTON PL	5:23	/	/	4								
BALDWIN AVE AT MONTGOMERY ST	5:23	/	/	4								
MONTGOMERY ST AT MILL RD	5:24	/	/	4								
FLORENCE ST 242' E OF CORNELISON AVE	5:24	/	/	4								

Monday, January 14, 2013

sign indicates "courtesy stop", i.e. traditional flag stop with no bus stop sign

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REMARKS: NO "ON" PASSENGERS @ HBLR-LSP STOP

Line #: 6 Ocean Avenue - Journal Square In To: Journal Square (Jerse 6-6

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
CORNELISON AVE AT WAYNE ST	5:25	/	/	4								
MILL RD AT ACADEMY ST	5:25	/	/	4					CNTYPLZA			
SUMMIT AVE 130' N OF ACADEMY ST.	5:27	/	2	2								
JOURNAL SQUARE TRANSPORTATION CENTER	5:29	/	2	Ø					JONLSQAR			

Single Trip Analysis

Day: WED

Bus#: 5270

Time Actual: 5:48

A.M./P.M. End Trip: _____

Analysis done by: J Boffler

Weather: OVERCAST/DAMP

Point of origin, if before first stop: JSQ

Line #: 6 L **Ocean Avenue - Journal Square** Ou To: **Merritt Street (Jersey 6-5)**

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
JOURNAL SQUARE TRANSPORTATION CENTER	5:48	5	/	5					JONLSQAR			
SUMMIT AVE AT NEWKIRK ST	5:53	1	/	6								
ACADEMY ST AT BALDWIN AVE	5:54	/	1	5								
MILL RD AT ACADEMY ST	5:54	/	/	5					CNTYPLZA			
CORNELISON AVE AT WAYNE ST	5:55	/	/	5								
FLORENCE ST 97' E OF CORNELISON AVE	5:55	/	/	5								
MONTGOMERY ST AT MILL RD	5:56	/	/	5								
BALDWIN AVE AT MONTGOMERY ST	5:57	/	/	5								
SUMMIT AVE AT FAIRMOUNT AVE	5:58	/	/	5								
SUMMIT AVE AT BELMONT AVE	5:59	/	1	4								
GARFIELD AVE AT HARMON ST	6:03	/	02	2								
GARFIELD AVE AT BRAMHALL AVE	6:03	/	/	2								
GARFIELD AVE AT UNION ST	6:03	/	/	2					GARFUNIO			

REMARKS:

Single Trip Analysis

Day: WED Bus#: 5770 Time Actual: 6:03 A.M./P.M. End Trip: _____

Analysis done by: J Butcher

Weather: overcast/light rain

Point of origin, if before first stop: GARFIELD / UNION

Line #:	6	Ocean Avenue - Journal Square	Passengers			Fares				Time Point	Sched.	Actual	ADA
			On	Off	POB	Cash	Pass	Tix	Transfers				
		On Street & At Street											
		GARFIELD AVE AT UNION ST	6:03	/	/	2					GARFUNIO		
		PACIFIC AVE AT CARTERET AVE	6:04	/	/	2							
		PACIFIC AVE 273' S OF FORREST ST	6:04	2	/	4							
		PACIFIC AVE AT BRAMHALL AVE	6:06	/	1	3							
		PACIFIC AVE AT COMMUNIPAW AVE	6:07	/	1	2							
		COMMUNIPAW AVE AT SUYDAM AVE	6:08	/	1	1							
		LIBERTY STATE PARK STATION	6:09	/	/	1					LSP-R&R		
		JOHNSTON AVE AT MONITOR ST	6:09	/	/	1							
		PACIFIC AVE AT JOHNSTON AVE	6:10	/	/	1							
		PACIFIC AVE AT COMMUNIPAW AVE	6:10	/	/	1							
		COMMUNIPAW AVE AT WOODWARD ST	6:11	/	/	1							
		COMMUNIPAW AVE AT GARFIELD AVE	6:12	/	/	1					COMMGARF		
		SUMMIT AVE AT CLIFTON PL	6:13	/	1	Ø							
		BALDWIN AVE AT CLIFTON PL	6:14	/	/	Ø							
		BALDWIN AVE AT MONTGOMERY ST	6:15	/	/	Ø							
		MONTGOMERY ST AT MILL RD	6:16	/	/	Ø							
		FLORENCE ST 242' E OF CORNELISON AVE	6:18	/	/	Ø							

Monday, January 14, 2013

sign indicates "courtesy stop", i.e. traditional flag stop with no bus stop sign

Page 1 of 2

REMARKS: NO PICK UPS @ HBLR (LSP)

Line #: 6 Ocean Avenue - Journal Square

In To: Journal Square (Jerse 6-6

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
CORNELISON AVE AT WAYNE ST	6:18	/	/	Ø								
MILL RD AT ACADEMY ST	6:18	/	/	Ø					CNTYPLZA			
SUMMIT AVE 130' N OF ACADEMY ST.	6:20	/	/	Ø								
JOURNAL SQUARE TRANSPORTATION CENTER	6:24	/	/	Ø					JONLSQAR			

Single Trip Analysis

Day: WED Bus#: 5718 Time Actual: 630 A.M./P.M. End Trip: _____

Analysis done by: Rick Bartholomev

Weather: Overcast, cold

Point of origin, if before first stop: JSQ

Line #: **6** Ocean Avenue - Journal Square Ou To: **Merritt Street (Jersey 6-2)**

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
JOURNAL SQUARE TRANSPORTATION CENTER	630	6	0	6					JONLSQAR			
SUMMIT AVE AT NEWKIRK ST	632	0	0	6								
ACADEMY ST AT BALDWIN AVE	633	0	0	6								
MILL RD AT ACADEMY ST	634	0	0	6					CNTYPLZA			
CORNELISON AVE AT WAYNE ST	635	0	1	5								
FLORENCE ST 97' E OF CORNELISON AVE	635	0	0	5								
MONTGOMERY ST AT MILL RD	635	0	0	5								
BALDWIN AVE AT MONTGOMERY ST	636	0	0	5								
SUMMIT AVE AT FAIRMOUNT AVE	637	0	2	3								
SUMMIT AVE AT BELMONT AVE	637	1	0	4								
GRAND ST AT COMMUNIPAW AVE	639	1	0	5					GRNDCOMM			
GRAND ST AT CLINTON AVE	640	0	0	5								
GRAND ST AT BRAMHALL AVE	640	0	0	5								
OCEAN AVE AT UNION ST	640	0	0	5								
OCEAN AVE AT FORREST ST	640	0	0	5								
OCEAN AVE AT VIRGINIA AVE	640	0	0	5								
OCEAN AVE AT KEARNEY AVE	641	0	1	4								

Monday, January 14, 2013

sign indicates "courtesy stop", i.e. traditional flag stop with no bus stop sign

REMARKS:

Line #: 6 Ocean Avenue - Journal Square Ou To: Merritt Street (Jersey 6-2

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
OCEAN AVE AT CLAREMONT AVE	641	1		5								
OCEAN AVE AT MYRTLE AVE	642		1	4								
OCEAN AVE AT WILKINSON AVE	642			4								
OCEAN AVE AT BIDWELL AVE	643		1	3								
OCEAN AVE AT STEGMAN ST	643	1		4								
OCEAN AVE AT DWIGHT ST	644	1		5								
OCEAN AVE AT FULTON AVE <i>WOODLAWN</i>	644			5					OCENFULN			
OCEAN AVE AT ARMSTRONG AVE	644			5								
OCEAN AVE AT VAN NOSTRAND AVE	645			5								
OCEAN AVE AT WADE ST	645		1	4								
OCEAN AVE AT WARNER AVE	645			4								
OCEAN AVE AT SHEFFIELD ST	646		1	3								
OCEAN AVE AT NEW ST	646			3								
OCEAN AVE AT DANFORTH AVE	647			3								
OCEAN AVE AT LINDEN AVE	647			3								
OCEAN AVE AT LEMBECK AVE	647		1	2								
OCEAN AVE AT PEARSALL AVE	648			2								
OCEAN AVE AT WINFIELD AVE	648			2								
OCEAN AVE AT NEPTUNE AVE	648			2								
OCEAN AVE AT GATES AVE	648			2								

Monday, January 14, 2013

sign indicates "courtesy stop", i.e. traditional flag stop with no bus stop sign

REMARKS:

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
OCEAN AVE AT MERRIT ST	1649		2	0					MERRETST			

Monday, January 14, 2013

sign indicates "courtesy stop", i.e. traditional flag stop with no bus stop sign

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REMARKS:

Single Trip Analysis

Date: 1/14/11 Bus#: 5714 Time Actual: 705

A.M./P.M. End Trip: _____
Weather: Overcast/cold

Analysis done by: Liz Bartholomew

Point of origin, if before first stop: Ocean/Merritt

Line #:	6	Ocean Avenue - Journal Square	In	To: Journal Square (Jerse	6-3	Passengers			Fares			Time Point	Sched.	Actual	ADA	
						On	Off	POB	Cash	Pass	Tix					Transfers
On Street & At Street			Time													
OCEAN AVE AT MERRIT ST			705	0	0	0					MERRETST					
OCEAN AVE AT SEAVIEW AVE			705	0	0	0										
OCEAN AVE AT NEPTUNE AVE			706	3	0	3										
OCEAN AVE AT WINFIELD AVE			706	0	0	3										
OCEAN AVE AT LEMBECK AVE			707	1	0	4										
OCEAN AVE AT LINDEN AVE			707	0	0	4										
OCEAN AVE AT DANFORTH AVE			708	2	0	6										
OCEAN AVE AT NEW ST			708	0	0	6										
OCEAN AVE AT CHAPEL AVE			709	0	0	6										
OCEAN AVE AT WARNER AVE			709	1	0	7										
OCEAN AVE AT EASTERN PKWY			710	3	0	10										
OCEAN AVE AT VAN NOSTRAND AVE			711	1	0	11										
OCEAN AVE AT ARMSTRONG AVE			712	3	0	14										
OCEAN AVE AT FULTON AVE			712	1	0	15					OCEANFULN					
OCEAN AVE AT STEGMAN ST			713	2		17										
OCEAN AVE AT WEGMAN PKWY			713	4	0	21										
OCEAN AVE AT BAYVIEW AVE			714	1	0	22										

Monday, January 14, 2011

sign indicates "courtesy stop", i.e. traditional flag stop with no bus stop sign

Page 1 of 2

REMARKS:

pk school

Line #: 6 Ocean Avenue - Journal Square

In To: Journal Square (Jerse 6-3

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
OCEAN AVE AT WILKINSON AVE	715	5	0	27								
OCEAN AVE AT CLAREMONT AVE	716	4	0	31								
OCEAN AVE AT CARTERET AVE	717	1	0	32								
OCEAN AVE AT VIRGINIA AVE	718	3	0	35								
OCEAN AVE AT FORREST ST	719	4	0	39								
OCEAN AVE AT UNION ST	719	+		39								
OCEAN AVE AT BRAMHALL AVE	720	0	3	36								
GRAND ST AT CLINTON AVE	720	+		36								
GRAND ST AT ARLINGTON AVE	720	1		37								
GRAND ST AT COMMUNIPAW AVE	721			37								
COMMUNIPAW AVE AT GRAND ST	721	+		37					COMMGRND			
SUMMIT AVE AT CLIFTON PL	723	3	0	40								
BALDWIN AVE AT CLIFTON PL	725	2		42								
BALDWIN AVE AT MONTGOMERY ST	726		4	38								
MONTGOMERY ST AT MILL RD	727	1	1	38								
FLORENCE ST 242' E OF CORNELISON AVE	728	1	1	38								
CORNELISON AVE AT WAYNE ST	729	0	3	35								
MILL RD AT ACADEMY ST	731	0	0	35					CNTYPLZA			
SUMMIT AVE 130' N OF ACADEMY ST.	733	1	1	35								
JOURNAL SQUARE TRANSPORTATION CENTER	736		35	0					JONLSQAR			

long lights

Single Trip Analysis

Date: 1/14/11 Num: 501 Start Sched: 7:15 A.M./P.M. End Trip: _____
 Day: WED Bus#: 5718 Time Actual: 745 Weather: _____

Analysis done by: Rich Bartholomew

Point of origin, if before first stop: JSQ

Line #:	6	Ocean Avenue - Journal Square	Passengers			Fares				Time Point	Sched.	Actual	ADA	
			On	Off	POB	Cash	Pass	Tix	Transfers					
		On Street & At Street	Time	On	Off	POB	Cash	Pass	Tix	Transfers	Time Point	Sched.	Actual	ADA
		JOURNAL SQUARE TRANSPORTATION CENTER	745	12	0	12					JONLSQAR			
		SUMMIT AVE AT NEWKIRK ST	749	1	0	13								
		ACADEMY ST AT BALDWIN AVE	751	0	0	13								
		MILL RD AT ACADEMY ST	752	0	5	8					CNTYPLZA			
		CORNELISON AVE AT WAYNE ST	754	0	1	7								
		FLORENCE ST 97' E OF CORNELISON AVE	754	0	1	6								
		MONTGOMERY ST AT MILL RD	755	0	0	6								
		BALDWIN AVE AT MONTGOMERY ST	756	0	0	6								
		SUMMIT AVE AT FAIRMOUNT AVE	757	1	0	7								
		SUMMIT AVE AT BELMONT AVE	758	0	0	7								
		GARFIELD AVE AT HARMON ST	759	0	1	6								
		GARFIELD AVE AT BRAMHALL AVE	800	0	0	6								
		GARFIELD AVE AT UNION ST	801	0	2	4					GARFUNIO			

Monday, January 14, 2011

sign indicates "courtesy stop", i.e. traditional flag stop with no bus stop sign

REMARKS:

Single Trip Analysis

Date: 1/14/21 Run#: 5714 Start Sched: 801 A.M./P.M. End Trip: _____
 Day: Wed Bus#: 5714 Time Actual: 801 Weather: _____

Analysis done by: Rick Bartolomeo

Point of origin, if before first stop: Garfield/Union St

Line #: **6** Ocean Avenue - Journal Square In To: **Journal Square (Jerse 6-6)**

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
GARFIELD AVE AT UNION ST	801	0	0	2					GARFUNIO			
PACIFIC AVE AT CARTERET AVE	802	0	1	3								
PACIFIC AVE 273' S OF FORREST ST	803	1	0	4								
PACIFIC AVE AT BRAMHALL AVE	804	2	1	4								
PACIFIC AVE AT COMMUNIPAW AVE	806	5	0	9								
COMMUNIPAW AVE AT SUYDAM AVE	807	1	0	10								
LIBERTY STATE PARK STATION	808	3	5	8					LSP-R&R			
JOHNSTON AVE AT MONITOR ST	809	0	0	8								
PACIFIC AVE AT JOHNSTON AVE	810	6	1	13								
PACIFIC AVE AT COMMUNIPAW AVE	812	0	0	13								
COMMUNIPAW AVE AT WOODWARD ST	812	5	0	18								
COMMUNIPAW AVE AT GARFIELD AVE	813	0	0	14					COMMGARF			
SUMMIT AVE AT CLIFTON PL	815	5	3	20								
BALDWIN AVE AT CLIFTON PL	818	1	0	21								
BALDWIN AVE AT MONTGOMERY ST	820	0	0	21								
MONTGOMERY ST AT MILL RD	820	0	0	21								
FLORENCE ST 242' E OF CORNELISON AVE	821	1	0	22								

REMARKS:

Line #: 6 Ocean Avenue - Journal Square In To: Journal Square (Jerse 6-6

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
CORNELISON AVE AT WAYNE ST	822	0	1	31								
MILL RD AT ACADEMY ST	823	1	0	22					CNTYPLZA			
SUMMIT AVE 130' N OF ACADEMY ST.	825	0	2	20								
JOURNAL SQUARE TRANSPORTATION CENTER	827	0	20	0					JONLSQAR			

918 + Summit
INTERSECTION

Single Trip Analysis

Day: WED

Bus#: 5718

Time Actual: 8:30

A.M./P.M. End Trip: _____

Analysis done by: Rich Bartholomeu

Weather: _____

Point of origin, if before first stop: JSQ

Line #:	6	Ocean Avenue - Journal Square	Passengers			Fares				Time Point	Sched.	Actual	ADA
			On	Off	POB	Cash	Pass	Tix	Transfers				
On Street & At Street			Time										
JOURNAL SQUARE TRANSPORTATION CENTER			8:30	14	0	14				JONLSQAR			
SUMMIT AVE AT NEWKIRK ST			8:34	0	0	14							
ACADEMY ST AT BALDWIN AVE			8:36	0	0	14							
MILL RD AT ACADEMY ST			8:37	0	5	9				CNTYPLZA			
CORNELISON AVE AT WAYNE ST			8:39	1	2	8							
FLORENCE ST 97' E OF CORNELISON AVE			8:40	0	0	8							
MONTGOMERY ST AT MILL RD			8:40	0	0	8							
BALDWIN AVE AT MONTGOMERY ST		Ⓢ <i>flag stop intersection</i>	8:41	0	0	8							
SUMMIT AVE AT FAIRMOUNT AVE			8:43	0	0	8							
SUMMIT AVE AT BELMONT AVE			8:44	0	0	8							
GRAND ST AT COMMUNIPAW AVE			8:45	0	0	8				GRNDCOMM			
GRAND ST AT CLINTON AVE			8:46	0	0	8							
GRAND ST AT BRAMHALL AVE			8:47	0	0	8							
OCEAN AVE AT UNION ST			8:48	0	2	6							
OCEAN AVE AT FORREST ST			8:49	0	0	6							
OCEAN AVE AT VIRGINIA AVE			8:49	0	0	6							
OCEAN AVE AT KEARNEY AVE			8:50	0	0	6							

Monday, January 14, 2013

sign indicates "courtesy stop", i.e. traditional flag stop with no bus stop sign

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REMARKS:

Line #: 6 Ocean Avenue - Journal Square

Out To: Merritt Street (Jersey) 6-2

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
OCEAN AVE AT CLAREMONT AVE	850	0	2	4								
OCEAN AVE AT MYRTLE AVE	851	0	0	4								
OCEAN AVE AT WILKINSON AVE	851	0	0	4								
OCEAN AVE AT BIDWELL AVE	851	0	0	4								
OCEAN AVE AT STEGMAN ST	852	0	0	4								
OCEAN AVE AT DWIGHT ST	852	0	0	4								
OCEAN AVE AT FULTON AVE	853		0	4					OCEANFULN			
OCEAN AVE AT ARMSTRONG AVE	853	0	0	4								
OCEAN AVE AT VAN NOSTRAND AVE	853	0	0	4								
OCEAN AVE AT WADE ST	853	0	0	4								
OCEAN AVE AT WARNER AVE	854		0	4								
OCEAN AVE AT SHEFFIELD ST	854		0	4								
OCEAN AVE AT NEW ST	854	0	0	4								
OCEAN AVE AT DANFORTH AVE	854	1	0	5								
OCEAN AVE AT LINDEN AVE	855	0	0	5								
OCEAN AVE AT LEMBECK AVE	856	0	2	3								
OCEAN AVE AT PEARSALL AVE	856	0	1	2								
OCEAN AVE AT WINFIELD AVE	857	0	0	2								
OCEAN AVE AT NEPTUNE AVE	857	0	0	2								
OCEAN AVE AT GATES AVE	857	0	1	1								

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
OCEAN AVE AT MERRIT ST	859	0	1	0					MERRETST			

Monday, January 14, 2013

sign indicates "courtesy stop", i.e. traditional flag stop with no bus stop sign

REMARKS:

Single Trip Analysis

Day: Wed

Bus#: 5718

Time Actual: 910

A.M./P.M. End Trip: _____

Analysis done by: Rich Bartholomen

Weather: _____

Point of origin, if before first stop: Ocean / Merritt

Line #: **6** **Ocean Avenue - Journal Square** In To: **Journal Square (Jerse** **6-3**

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
OCEAN AVE AT MERRIT ST	910	2	0	2					MERRETST			
OCEAN AVE AT SEAVIEW AVE	911	1	0	3								
OCEAN AVE AT NEPTUNE AVE	912	1	0	4								
OCEAN AVE AT WINFIELD AVE	912	+		4								
OCEAN AVE AT LEMBECK AVE	913	0	0	4								
OCEAN AVE AT LINDEN AVE	913	1	0	5								
OCEAN AVE AT DANFORTH AVE	915	4	0	9								
OCEAN AVE AT NEW ST	915	+		9								
OCEAN AVE AT CHAPEL AVE	915	+		9								
OCEAN AVE AT WARNER AVE	916	0	0	9								
OCEAN AVE AT EASTERN PKWY		+		9								
OCEAN AVE AT VAN NOSTRAND AVE	916	0	0	9								
OCEAN AVE AT ARMSTRONG AVE	916	1	0	10								
OCEAN AVE AT FULTON AVE	917	2	0	12					OCCNFULN			
OCEAN AVE AT STEGMAN ST	918	1	0	13								
OCEAN AVE AT WEGMAN PKWY	919	1	0	14								
OCEAN AVE AT BAYVIEW AVE	920	0	0	14								

Monday, January 14, 2013

sign indicates "courtesy stop", i.e. traditional flag stop with no bus stop sign

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REMARKS:

Line #: 6 Ocean Avenue - Journal Square In To: Journal Square (Jerse 6-3

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
OCEAN AVE AT WILKINSON AVE	920	2	0	16								
OCEAN AVE AT CLAREMONT AVE	921	2	1	17								
OCEAN AVE AT CARTERET AVE	923	3	0	20								
OCEAN AVE AT VIRGINIA AVE	924	0	1	19								
OCEAN AVE AT FORREST ST	924	1	0	20								
OCEAN AVE AT UNION ST	925	0	0	20								
OCEAN AVE AT BRAMHALL AVE	925	0	0	20								
GRAND ST AT CLINTON AVE	925	0	0	20								
GRAND ST AT ARLINGTON AVE	926	0	0	20								
GRAND ST AT COMMUNIPAW AVE	926	1	1	20								
COMMUNIPAW AVE AT GRAND ST	927	0	0	20					COMMGRND			
SUMMIT AVE AT CLIFTON PL	929	1	0	21								
BALDWIN AVE AT CLIFTON PL	931	2	0	23								
BALDWIN AVE AT MONTGOMERY ST	931	0	0	23								
MONTGOMERY ST AT MILL RD	932	0	1	22								
FLORENCE ST 242' E OF CORNELISON AVE	933	1	1	22								
CORNELISON AVE AT WAYNE ST	933	0	1	21								
MILL RD AT ACADEMY ST	935	2	3	20					CNTYPLZA			
SUMMIT AVE 130' N OF ACADEMY ST. <i>Turn off 42nd St</i>	937	0	1	19								
JOURNAL SQUARE TRANSPORTATION CENTER	940	0	19	0					JONLSQAR			

Survey Date By: Rickman B.
2/20/13

LINE	DIRECTION	PATTERN	MEASURE	PLACE NO	TIMETABLE LOCATION	On	Off	POB
80	Ou	80-13	0.01	EXCHPLAC	MONTGOMERY ST BTW HUDSON AND GREENE			
80	Ou	80-13	0.13		MONTGOMERY ST AT WASHINGTON ST			
80	Ou	80-13	0.30		MONTGOMERY ST 540' E OF MARIN BLVD			
80	Ou	80-13	0.59		C COLUMBUS DRIVE AT GROVE ST			
80	Ou	80-13	0.90		NEWARK AVE AT JERSEY AVE			
80	Ou	80-13	1.11		NEWARK AVE AT 3RD ST			
80	Ou	80-13	1.18		NEWARK AVE AT BRUNSWICK ST			
80	Ou	80-13	1.33		NEWARK AVE AT 6TH ST			
80	Ou	80-13	1.58		NEWARK AVE 350' E OF PALISADE AVE.			
80	Ou	80-13	1.69		NEWARK AVE AT MCPHERSON PL			
80	Ou	80-13	1.80		NEWARK AVE AT BALDWIN AVE			
80	Ou	80-13	1.88		NEWARK AVE AT OAKLAND AVE, COUNTY BUILDING			
80	Ou	80-13	2.00		CENTRAL AVE AT PAVONIA AVE			4
80	Ou	80-13	2.20	JONLSQAR	JOURNAL SQUARE TRANSPORTATION CENTER	5		9
80	Ou	80-13	2.46		BERGEN AVE AT NEWKIRK ST			9
80	Ou	80-13	2.51		BERGEN AVE AT BERGEN SQUARE			9
80	Ou	80-13	2.60		BERGEN AVE AT VROOM ST		1	8
80	Ou	80-13	2.69		BERGEN AVE AT HIGHLAND AVE			8
80	Ou	80-13	2.81		BERGEN AVE 115'S OF GLENWOOD AVE			8
80	Ou	80-13	2.88		MONTGOMERY ST AT BOLAND ST			8
80	Ou	80-13	3.02		MONTGOMERY ST AT KENNEDY BLVD, ST PETERS COLLEGE			8
80	Ou	80-13	3.36		WEST SIDE AVE AT FAIRMOUNT AVE			8
80	Ou	80-13	3.54		WEST SIDE AVE AT GAUTIER AVE			8
80	Ou	80-13	3.60		WEST SIDE AVE AT KENSINGTON AVE	1		9
80	Ou	80-13	3.69		WEST SIDE AVE AT GIFFORD AVE			10
80	Ou	80-13	3.81		WEST SIDE AVE AT HARRISON AVE		1	9
80	Ou	80-13	3.90	WESTCOM	WEST SIDE AVE AT COMMUNIPAW AVE	3		12
80	Ou	80-13	4.03		WEST SIDE AVE AT CLENDENNY AVE			12
80	Ou	80-13	4.12		WEST SIDE AVE AT UNION ST			12
80	Ou	80-13	4.18		WEST SIDE AVE AT BOYD AVE	2	1	13
80	Ou	80-13	4.33		WEST SIDE AVE AT CLARKE AVE	1	1	13
80	Ou	80-13	4.47		WEST SIDE AVE AT GRANT AVE		2	11
80	Ou	80-13	4.56		WEST SIDE AVE AT POLLOCK AVE		5	6
80	Ou	80-13	4.63		WEST SIDE AVE AT FISK ST			6
80	Ou	80-13	4.75		WEST SIDE AVE AT CARBON PL			6
80	Ou	80-13	4.83		WEST SIDE AVE AT STEGMAN PKWY			6
80	Ou	80-13	4.96		WEST SIDE AVE AT WOODLAWN AVE			6
80	Ou	80-13	5.07		WEST SIDE AVE AT VAN NOSTRAND AVE		1	5
80	Ou	80-13	5.18		WEST SIDE AVE AT MCADOO AVE			5
80	Ou	80-13	5.27		WEST SIDE AVE AT CATOR AVE		3	2
80	Ou	80-13	5.40		DANFORTH AVE AT SULLIVAN DR			2
80	Ou	80-13	5.58	DAN AVE	DANFORTH AVE AT FOWLER AVE		1	1
80	Ou	80-13	5.84		ROMAR AVE AT PEARSALL AVE			1
80	Ou	80-13	5.92		ROMAR AVE AT BARTHOLDI AVE			1
80	Ou	80-13	5.98		ROMAR AVE AT NEPTUNE AVE			1
80	Ou	80-13	6.19		SEAVIEW AVE AT KENNEDY BLVD		1	0

6:35 am

HBLR

445 MIN
trip duration

P1 of 2

80

Ou

80-13

6.50

GATE AVE

OLD BERGEN RD AT GATES AVE

Analysis Done by: Richard B.
2/20/13

~ 7:20

~ 8:05

P 1 of 1

LINE	DIRECTION	PATTERN	MEASURE	PLACE NO	TIMETABLE LOCATION	On	Off	POB
80	In	80-14	0.04	GATE AVE	OLD BERGEN RD AT GATES AVE	4		4
80	In	80-14	0.31		SEAVIEW AVE AT KENNEDY BLVD	4		8
80	In	80-14	0.49		SEAVIEW AVE AT ROMAR AVE	7		9
80	In	80-14	0.57		ROMAR AVE AT NEPTUNE AVE	3		12
80	In	80-14	0.68		ROMAR AVE AT PEARSALL AVE	5		17
80	In	80-14	0.75		ROMAR AVE AT GREENVILLE AVE	2		19
80	In	80-14	0.93		FOWLER AVE AT DANFORTH AVE	3		22
80	In	80-14	1.18	DANFWES	DANFORTH AVE AT WEST SIDE AVE	2	1	23
80	In	80-14	1.30		WEST SIDE AVE 180' N OF CATOR AVE AND MCADOO AVE			23
80	In	80-14	1.46		WEST SIDE AVE AT VAN NOSTRAND AVE			23
80	In	80-14	1.58		WEST SIDE AVE AT WOODLAWN AVE	1		24
80	In	80-14	1.72		WEST SIDE AVE AT STEGMAN PKWY	1		25
80	In	80-14	1.80		WEST SIDE AVE AT AUDUBON AVE	1	3	23
80	In	80-14	1.90		WEST SIDE AVE AT FISK ST			23
80	In	80-14	1.99		WEST SIDE AVE AT POLLOCK AVE	3		26
80	In	80-14	2.10		WEST SIDE AVE AT CLAREMONT AVE			26
80	In	80-14	2.22		WEST SIDE AVE AT EGE AVE	3		29
80	In	80-14	2.28		WEST SIDE AVE AT VIRGINIA AVE	2		31
80	In	80-14	2.35		WEST SIDE AVE AT BOYD AVE	1		32
80	In	80-14	2.43		WEST SIDE AVE AT UNION ST			32
80	In	80-14	2.57		WEST SIDE AVE AT LEXINGTON AVE	2		34
80	In	80-14	2.68	WESTCOM	WEST SIDE AVE AT COMMUNIPAW AVE	4	2	36
80	In	80-14	2.74		WEST SIDE AVE AT HARRISON AVE	4	8	40
80	In	80-14	2.86		WEST SIDE AVE AT GIFFORD AVE			40
80	In	80-14	2.95		WEST SIDE AVE AT KENSINGTON AVE	1		41
80	In	80-14	3.04		WEST SIDE AVE AT FAIRVIEW AVE	3		44
80	In	80-14	3.18		WEST SIDE AVE AT FAIRMOUNT AVE	2		46
80	In	80-14	3.49		MONTGOMERY ST AT KENNEDY BLVD, ST PETERS COLLEGE		-2	44
80	In	80-14	3.55		MONTGOMERY ST AT BRITTON ST	1		45
80	In	80-14	3.61		MONTGOMERY ST AT BOLAND ST	+ 6		40
80	In	80-14	3.72		BERGEN AVE 70' N OF MONTGOMERY ST.	1	6	40
80	In	80-14	3.80		BERGEN AVE AT MERCER ST		4	36
80	In	80-14	3.91		BERGEN AVE AT VROOM ST		401	35
80	In	80-14	4.00		BERGEN AVE AT ACADEMY ST		3	32
80	In	80-14	4.08		BERGEN AVE AT NEWKIRK ST		1	31
80	In	80-14	4.33	JONLSQAR	JOURNAL SQUARE TRANSPORTATION CENTER			
80	In	80-14	4.65		NEWARK AVE AT JFK BLVD			
80	In	80-14	4.86		NEWARK AVE AT SUMMIT AVE			
80	In	80-14	5.00		NEWARK AVE AT OAKLAND AVE, COUNTY BUILDING			
80	In	80-14	5.17		NEWARK AVE AT CHESTNUT AVE			
80	In	80-14	5.35		NEWARK AVE AT WALDO AVE			
80	In	80-14	5.57		NEWARK AVE AT MERSELES ST			
80	In	80-14	5.65		NEWARK AVE AT FOURTH ST			
80	In	80-14	5.79		NEWARK AVE AT MONMOUTH ST			
80	In	80-14	5.98		NEWARK AVE AT JERSEY AVE			
80	In	80-14	6.14		CHRISTOPHER COLUMBUS DR AT BARROW ST			

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NE	DIRECTION	PATTERN	MEASURE	PLACE NO	TIMETABLE LOCATION	Board @ 5.50	On	Off	POB
80	In	80-16	0.04	GATE AVE	OLD BERGEN RD AT GATES AVE		4		
80	In	80-16	0.31		SEAVIEW AVE AT KENNEDY BLVD				
80	In	80-16	0.49		SEAVIEW AVE AT ROMAR AVE				
80	In	80-16	0.57		ROMAR AVE AT NEPTUNE AVE		2		
80	In	80-16	0.68		ROMAR AVE AT PEARSALL AVE				
80	In	80-16	0.75		ROMAR AVE AT GREENVILLE AVE				
80	In	80-16	0.93		FOWLER AVE AT DANFORTH AVE		1		
80	In	80-16	1.18	DANFWES	DANFORTH AVE AT WEST SIDE AVE				
80	In	80-16	1.30		WEST SIDE AVE 180'N OF CATOR AVE AND MCADOO AVE		2		
80	In	80-16	1.46		WEST SIDE AVE AT VAN NOSTRAND AVE			1	
80	In	80-16	1.58		WEST SIDE AVE AT WOODLAWN AVE				
80	In	80-16	1.72		WEST SIDE AVE AT STEGMAN PKWY				
80	In	80-16	1.80		WEST SIDE AVE AT AUDUBON AVE		2		
80	In	80-16	1.90		WEST SIDE AVE AT FISK ST		2		
80	In	80-16	1.99		WEST SIDE AVE AT POLLOCK AVE		3		
80	In	80-16	2.10		WEST SIDE AVE AT CLAREMONT AVE			2	
80	In	80-16	2.22		WEST SIDE AVE AT EGE AVE		1		
80	In	80-16	2.28		WEST SIDE AVE AT VIRGINIA AVE			1	
80	In	80-16	2.35		WEST SIDE AVE AT BOYD AVE		2		
80	In	80-16	2.43		WEST SIDE AVE AT UNION ST		6		
80	In	80-16	2.57		WEST SIDE AVE AT LEXINGTON AVE		5	2	
80	In	80-16	2.68	WESTCOM	WEST SIDE AVE AT COMMUNIPAW AVE		5		
80	In	80-16	2.74		WEST SIDE AVE AT HARRISON AVE		1	3	
80	In	80-16	2.86		WEST SIDE AVE AT GIFFORD AVE			1	
80	In	80-16	2.95		WEST SIDE AVE AT KENSINGTON AVE		1		
80	In	80-16	3.04		WEST SIDE AVE AT FAIRVIEW AVE		3	3	
80	In	80-16	3.18		WEST SIDE AVE AT FAIRMOUNT AVE		5	3	
80	In	80-16	3.34		WEST SIDE AVE AT GLENWOOD AVE				
80	In	80-16	3.45		WEST SIDE AVE AT STUYVESANT AVE	Montgomery - Kennedy		2	
80	In	80-16	3.61	WEST SIP	SIP AVE AT CORBIN AVE	Mont - Montgomery - Bergen	2	2	
80	In	80-16	3.72		SIP AVE AT ROMAINE AVE	Ocademy St.		6	
80	In	80-16	3.86		SIP AVE AT TONNELLE AVE				
80	In	80-16	4.22	JONLSQAR	JOURNAL SQUARE TRANSPORTATION CENTER		7	2	

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ANALYSIS DONE by: Aimee Jefferson
2/21/13
PM Run

LINE	DIRECTION	PATTERN	MEASURE	PLACE NO	TIMETABLE LOCATION	On	Off	POB
80	Ou	80-11	0.00	JONLSQAR	JOURNAL SQUARE TRANSPORTATION CENTER	11		
80	Ou	80-11	0.26		BERGEN AVE AT NEWKIRK ST	X		
80	Ou	80-11	0.30		BERGEN AVE AT BERGEN SQUARE			
80	Ou	80-11	0.40		BERGEN AVE AT VROOM ST			
80	Ou	80-11	0.49		BERGEN AVE AT HIGHLAND AVE			
80	Ou	80-11	0.60		BERGEN AVE 115'S OF GLENWOOD AVE	5		
80	Ou	80-11	0.68		MONTGOMERY ST AT BOLAND ST	1		
80	Ou	80-11	0.82		MONTGOMERY ST AT KENNEDY BLVD, ST PETERS COLLEGE	2		
80	Ou	80-11	1.15		WEST SIDE AVE AT FAIRMOUNT AVE	2		
80	Ou	80-11	1.34		WEST SIDE AVE AT GAUTIER AVE	1	1	
80	Ou	80-11	1.40		WEST SIDE AVE AT KENSINGTON AVE	4	2	
80	Ou	80-11	1.49		WEST SIDE AVE AT GIFFORD AVE		4	
80	Ou	80-11	1.60		WEST SIDE AVE AT HARRISON AVE			
80	Ou	80-11	1.70	WESTCOMM	WEST SIDE AVE AT COMMUNIPAW AVE	3	1	
80	Ou	80-11	1.83		WEST SIDE AVE AT CLENDENNY AVE		1	
80	Ou	80-11	1.92		WEST SIDE AVE AT UNION ST		4	
80	Ou	80-11	1.98		WEST SIDE AVE AT BOYD AVE			
80	Ou	80-11	2.13		WEST SIDE AVE AT CLARKE AVE			
80	Ou	80-11	2.27		WEST SIDE AVE AT GRANT AVE	1	2	
80	Ou	80-11	2.36		WEST SIDE AVE AT POLLOCK AVE		1	
80	Ou	80-11	2.42		WEST SIDE AVE AT FISK ST	4		
80	Ou	80-11	2.55		WEST SIDE AVE AT CARBON PL			
80	Ou	80-11	2.63		WEST SIDE AVE AT STEGMAN PKWY			
80	Ou	80-11	2.76		WEST SIDE AVE AT WOODLAWN AVE		1	
80	Ou	80-11	2.87		WEST SIDE AVE AT VAN NOSTRAND AVE			
80	Ou	80-11	2.98		WEST SIDE AVE AT MCADOO AVE			
80	Ou	80-11	3.07		WEST SIDE AVE AT CATOR AVE		1	
80	Ou	80-11	3.20		DANFORTH AVE AT SULLIVAN DR		1	
80	Ou	80-11	3.37	DAN AVE	DANFORTH AVE AT FOWLER AVE		3	
80	Ou	80-11	3.64		ROMAR AVE AT PEARSALL AVE		1	
80	Ou	80-11	3.72		ROMAR AVE AT BARTHOLDI AVE		2	
80	Ou	80-11	3.77		ROMAR AVE AT NEPTUNE AVE			
80	Ou	80-11	3.99		SEAVIEW AVE AT KENNEDY BLVD		1	
80	Ou	80-11	4.30	GATE AVE	OLD BERGEN RD AT GATES AVE		1	

2/20/13 By: Amee Jeffersen

Bus Route 80

light visual announcements weren't working

end @ 5:46pm

Analysis Done by: Amee Jeffersen
2/21/13
PM RUN

Single Trip Analysis

Date: 2/6/13 Run#: _____ Start Sched: 6:45 A.M./P.M. Fare Register: _____
 Day: Wednesday Bus#: 87 Time Actual: _____ A.M./P.M. End Trip: _____
 Weather: _____

Analysis done by: Aimee Jefferson

Point of origin, if before first stop: _____

Line #: **87** Jersey City - Hoboken Ou To: **Gates Avenue (Jersey 87-9)**

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
JOURNAL SQUARE TRANSPORTATION CENTER	6:45	25	—						JONLSQAR			
BERGEN AVE AT NEWKIRK ST	—	—										
BERGEN AVE AT BERGEN SQUARE	6:48	1	3			1						
BERGEN AVE AT VROOM ST												
BERGEN AVE AT HIGHLAND AVE												
BERGEN AVE 115'S OF GLENWOOD AVE												
AIRMOUNT AVE AT BERGEN AVE												
AIRMOUNT AVE AT MONTICELLO AVE	—	—	—									
MONTICELLO AVE AT FAIRVIEW AVE												
MONTICELLO AVE AT JEWETT AVE	6:50		1									
MONTICELLO AVE AT BELMONT AVE	6:51	3	0			3						
MONTICELLO AVE AT BRINKERHOFF ST												
MONTICELLO AVE AT HARRISON AVE	6:51		4						MONTHARR			
MARTIN LUTHER KING JR DR AT BRAMHALL AVE	6:53	1	0			1						
MARTIN LUTHER KING JR DR AT UNION ST												
MARTIN LUTHER KING JR DR AT FORREST ST	6:55	0	1									
MARTIN LUTHER KING JR DR AT VIRGINIA AVE												

REMARKS:

Line #: 87 Jersey City - Hoboken

Out To: Gates Avenue (Jersey) 87-9

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
MARTIN LUTHER KING JR DR AT KEARNEY AVE	6:56	0	2									
MARTIN LUTHER KING JR DR AT CLAREMONT AVE												
MARTIN LUTHER KING JR DR AT MYRTLE AVE	6:57	0	2									
MARTIN LUTHER KING JR DR AT WILKINSON AVE												
MARTIN LUTHER KING JR DR AT BIDWELL AVE	6:58	0	2									
MARTIN LUTHER KING JR DR AT STEGMAN ST	6:59	0	1									
MARTIN LUTHER KING JR DR AT FULTON AVE												
MARTIN LUTHER KING JR DR AT ARMSTRONG AVE												
MARTIN LUTHER KING JR DR AT STEVENS AVE	7:00	0	1									
MARTIN LUTHER KING JR DR AT WARNER AVE	7:01	0	1									
MARTIN LUTHER KING JR DR AT MCADOO AVE	7:02	0	4									
OLD BERGEN RD AT LINDEN AVE	7:04	0	4									
OLD BERGEN RD AT GREENVILLE AVE	7:05	0	1									
OLD BERGEN RD AT PEARSALL AVE												
OLD BERGEN RD AT BARTHOLDI AVE												
OLD BERGEN RD AT WINFIELD AVE	7:06	0	2									
OLD BERGEN RD AT SEAVIEW AVE	7:07	0	3									
OLD BERGEN RD AT GATES AVE	7:08	0	2						GATE AVE			

Monday, January 14, 2013

sign indicates "courtesy stop", i.e. traditional flag stop with no bus stop sign

REMARKS:

Line #: 87 Jersey City - Hoboken

Ou To: Gates Avenue (Jersey 87-9

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
MARTIN LUTHER KING JR DR AT KEARNEY AVE												
MARTIN LUTHER KING JR DR AT CLAREMONT AVE	7:27	5	0		#	#	#					
MARTIN LUTHER KING JR DR AT MYRTLE AVE	7:26	1	0		#							
MARTIN LUTHER KING JR DR AT WILKINSON AVE	7:29	2	0		#	#						
MARTIN LUTHER KING JR DR AT BIDWELL AVE	7:24	0	2		#	#						
MARTIN LUTHER KING JR DR AT STEGMAN ST	7:23	4	0		#	2	1					
MARTIN LUTHER KING JR DR AT FULTON AVE	7:22	3	0		#	2						
MARTIN LUTHER KING JR DR AT ARMSTRONG AVE <i>Leap Frog</i>												
MARTIN LUTHER KING JR DR AT STEVENS AVE	7:21	3	0		#	#	#					
MARTIN LUTHER KING JR DR AT WARNER AVE <i>Long</i>	7:20	1	0			#						
MARTIN LUTHER KING JR DR AT MCADOO AVE <i>Rose & Cedar</i>	7:19	1	0			#						
OLD BERGEN RD AT LINDEN AVE												
OLD BERGEN RD AT GREENVILLE AVE												
OLD BERGEN RD AT PEARSALL AVE <i>Danforth</i>	7:17	1	0			#	#					
OLD BERGEN RD AT BARTHOLDI AVE	7:16	3	0		#	#						
OLD BERGEN RD AT WINFIELD AVE	7:15	3	0		#	2						
OLD BERGEN RD AT SEAVIEW AVE												
OLD BERGEN RD AT GATES AVE	7:13	5	0						GATE AVE			

military

Single Trip Analysis

Date: 2/6/13 Run#: 219 Start Sched: 7:12 A.M./P.M. Fare Register: _____
 Day: Wed. Bus#: 87 Time Actual: 7:13 A.M./P.M. End Trip: _____
 Weather: _____

Analysis done by: Aimee Jefferson

Point of origin, if before first stop: _____

Line #:	87	Jersey City - Hoboken	Passengers			Fares				Time Point	Sched.	Actual	ADA
			On	Off	POB	Cash	Pass	Tix	Transfers				
On Street & At Street													
JOURNAL SQUARE TRANSPORTATION CENTER				16 [#]						JONLSQAR			
BERGEN AVE AT NEWKIRK ST	7:39	0	3										
BERGEN AVE AT BERGEN SQUARE <i>Academy St.</i>	7:38	0	4										
BERGEN AVE AT VROOM ST	7:38	2	0			2							
BERGEN AVE AT HIGHLAND AVE	7:37	0	1										
BERGEN AVE 115'S OF GLENWOOD AVE <i>Monticello</i>	7:36	1	0		1								
FAIRMOUNT AVE AT BERGEN AVE	7:34	0	1										
FAIRMOUNT AVE AT MONTICELLO AVE													
MONTICELLO AVE AT FAIRVIEW AVE													
MONTICELLO AVE AT JEWETT AVE													
MONTICELLO AVE AT BELMONT AVE													
MONTICELLO AVE AT BRINKERHOFF ST <i>Asor Pl</i>	7:32	1	1		1								
MONTICELLO AVE AT HARRISON AVE <i>Administration (bunching)</i>	7:31	1	4			1				MONTHARR			
MARTIN LUTHER KING JR DR AT BRAMHALL AVE <i>(bunching)</i>	7:29	0	1										
MARTIN LUTHER KING JR DR AT UNION ST													
MARTIN LUTHER KING JR DR AT FORREST ST													
MARTIN LUTHER KING JR DR AT VIRGINIA AVE													

Monday, January 14, 2013

sign indicates "courtesy stop", i.e. traditional flag stop with no bus stop sign

REMARKS: *bunching occurred between Monticello + MLK*

Single Trip Analysis

Date: 2/6/13 Run#: 3 Start Sched: _____ A.M./P.M. Fare Register: _____

Day: wed Bus#: 85249 Time Actual: 7:44 A.M./P.M. End Trip: _____

Weather: Sunny

Analysis done by: Orma Jefferson

Point of origin, if before first stop: _____

Line #: **87** Jersey City - Hoboken **Ou To: Gates Avenue (Jersey 87-9)**

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
JOURNAL SQUARE TRANSPORTATION CENTER	7:44	20			2 ⁺	2 ⁺			JONLSQAR			
BERGEN AVE AT NEWKIRK ST	7:46	1	2		1							
BERGEN AVE AT BERGEN SQUARE												
BERGEN AVE AT VROOM ST												
BERGEN AVE AT HIGHLAND AVE												
BERGEN AVE 115'S OF GLENWOOD AVE	7:48	1	5				2					
FAIRMOUNT AVE AT BERGEN AVE	7:50	1	1		1							
FAIRMOUNT AVE AT MONTICELLO AVE	7:50	4			2	2						
MONTICELLO AVE AT FAIRVIEW AVE												
MONTICELLO AVE AT JEWETT AVE												
MONTICELLO AVE AT BELMONT AVE												
MONTICELLO AVE AT BRINKERHOFF ST	7:53	3	3									
MONTICELLO AVE AT HARRISON AVE	7:53	1	2						MONTHARR			
MARTIN LUTHER KING JR DR AT BRAMHALL AVE	7:56	3	2		3							
MARTIN LUTHER KING JR DR AT UNION ST	7:56	1				1						
MARTIN LUTHER KING JR DR AT FORREST ST	7:57	2			2							
MARTIN LUTHER KING JR DR AT VIRGINIA AVE	7:58		2									

Monday, January 14, 2013

sign indicates "courtesy stop", i.e. traditional flag stop with no bus stop sign

Page 1 of 2

REMARKS:

(talking w/ someone)

running to catholic bus

Line #: 87 Jersey City - Hoboken

Out To: Gates Avenue (Jersey) 87-9

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
MARTIN LUTHER KING JR DR AT KEARNEY AVE												
MARTIN LUTHER KING JR DR AT CLAREMONT AVE	7:59	1	1		1							
MARTIN LUTHER KING JR DR AT MYRTLE AVE	8:00	2	2		2							
MARTIN LUTHER KING JR DR AT WILKINSON AVE	8:00	2	3									
MARTIN LUTHER KING JR DR AT BIDWELL AVE	8:02	4	0		1		2 ^{child}					
MARTIN LUTHER KING JR DR AT STEGMAN ST	8:03	0	3									
MARTIN LUTHER KING JR DR AT FULTON AVE												
MARTIN LUTHER KING JR DR AT ARMSTRONG AVE												
MARTIN LUTHER KING JR DR AT STEVENS AVE	8:04	0	2 ^{2 girls}									
MARTIN LUTHER KING JR DR AT WARNER AVE												
MARTIN LUTHER KING JR DR AT MCADOO AVE												
OLD BERGEN RD AT LINDEN AVE	8:06	0	5									
OLD BERGEN RD AT GREENVILLE AVE	8:08	0	2									
OLD BERGEN RD AT PEARSALL AVE												
OLD BERGEN RD AT BARTHOLDI AVE	8:09	0	1									
OLD BERGEN RD AT WINFIELD AVE	8:09	0	2									
OLD BERGEN RD AT SEAVIEW AVE												
OLD BERGEN RD AT GATES AVE	8:10	0	4						GATE AVE			

Line #: 87 Jersey City - Hoboken

Ou To: Gates Avenue (Jersey 87-9

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
MARTIN LUTHER KING JR DR AT KEARNEY AVE	8:30		3									
MARTIN LUTHER KING JR DR AT CLAREMONT AVE												
MARTIN LUTHER KING JR DR AT MYRTLE AVE	8:28	4			#							
MARTIN LUTHER KING JR DR AT WILKINSON AVE FULL BUS	8:27	1	2			1						
MARTIN LUTHER KING JR DR AT BIDWELL AVE	8:26	2				2						
MARTIN LUTHER KING JR DR AT STEGMAN ST												
MARTIN LUTHER KING JR DR AT FULTON AVE	8:25	1	0			1						
MARTIN LUTHER KING JR DR AT ARMSTRONG AVE	8:23	9				2	6	1				
MARTIN LUTHER KING JR DR AT STEVENS AVE Seats FULL	8:22	9	0			3	5	1				
MARTIN LUTHER KING JR DR AT WARNER AVE Rose & Carter	8:21	3	0			3						
MARTIN LUTHER KING JR DR AT MCADOO AVE Danforth	8:20	6	0			3	3					
OLD BERGEN RD AT LINDEN AVE	8:19	1	0			1						
OLD BERGEN RD AT GREENVILLE AVE	8:19					#						
OLD BERGEN RD AT PEARSALL AVE Lemberg	8:15	5	0			1	3	1				
OLD BERGEN RD AT BARTHOLDI AVE	8:17	4	0									
OLD BERGEN RD AT WINFIELD AVE	8:16	4	0			2	2					
OLD BERGEN RD AT SEAVIEW AVE												
OLD BERGEN RD AT GATES AVE	8:15	7	0						GATE AVE			

Single Trip Analysis

Date: 2/6/13 Run#: 238 Start Sched: _____ A.M./P.M. Fare Register: _____
 Day: wed. Bus#: 5708 Time Actual: _____ A.M./P.M. End Trip: _____
 Weather: _____

Analysis done by: Aimee Jefferson

Point of origin, if before first stop: _____

Line #:	87	Jersey City - Hoboken	82	Passengers			Fares				Time Point	Sched.	Actual	ADA
				On	Off	POB	Cash	Pass	Tix	Transfers				
On Street & At Street														
JOURNAL SQUARE TRANSPORTATION CENTER			8:50	26						JONLSQAR				
BERGEN AVE AT NEWKIRK ST			8:48	0	11 ⁺									
BERGEN AVE AT BERGEN SQUARE <i>Academy Ct.</i>			8:46	0	5									
BERGEN AVE AT VROOM ST			8:45	0	1									
BERGEN AVE AT HIGHLAND AVE														
BERGEN AVE 115'S OF GLENWOOD AVE														
FAIRMOUNT AVE AT BERGEN AVE			8:43	2										
FAIRMOUNT AVE AT MONTICELLO AVE														
MONTICELLO AVE AT FAIRVIEW AVE														
MONTICELLO AVE AT JEWETT AVE			8:40	7	1			4 ⁺						
MONTICELLO AVE AT BELMONT AVE														
MONTICELLO AVE AT BRINKERHOFF ST <i>+ PG for Place</i>			8:38	5	4			2 ⁺						
MONTICELLO AVE AT HARRISON AVE <i>Commonwealth</i>			8:37		14					MONTHARR				
MARTIN LUTHER KING JR DR AT BRAMHALL AVE			8:35	3	1			3						
MARTIN LUTHER KING JR DR AT UNION ST														
MARTIN LUTHER KING JR DR AT FORREST ST			8:32	1	0			1						
MARTIN LUTHER KING JR DR AT VIRGINIA AVE <i>HBX</i>			8:31	1	10			1						

Monday, January 14, 2013

sign indicates "courtesy stop", i.e. traditional flag stop with no bus stop sign

REMARKS:

Single Trip Analysis

Date: 2.7.13

Run#: 230

Start Sched: 5:20

A.M./P.M. Fare Register: _____

Day: Thurs

Bus#: 5225

Time Actual: 5:22

A.M./P.M. End Trip: _____

Weather: FAIR

Analysis done by: J. Bottcher

Point of origin, if before first stop: GATES

Line #: **87** **Jersey City - Hoboken** **Ou** **To: Gates Avenue (Jersey 87-9)**

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
JOURNAL SQUARE TRANSPORTATION CENTER	6:00	22	21	40					JONLSQAR			
BERGEN AVE AT NEWKIRK ST	5:57	5	11	39								
BERGEN AVE AT BERGEN SQUARE												
BERGEN AVE AT VROOM ST	5:56	0	5	45					→ Broadway St. 5 off 41 POB →			
BERGEN AVE AT HIGHLAND AVE	5:55	0	0	0								
BERGEN AVE 115'S OF GLENWOOD AVE	5:54	0	1	54					Manor Street		50 POB ←	
FAIRMOUNT AVE AT BERGEN AVE	5:54	0	1	54					→ Bergen + Montgomery 200 off 6 off 50 POB →			
FAIRMOUNT AVE AT MONTICELLO AVE												
MONTICELLO AVE AT FAIRVIEW AVE												
MONTICELLO AVE AT JEWETT AVE	5:53	2	2	55								
MONTICELLO AVE AT BELMONT AVE												
MONTICELLO AVE AT BRINKERHOFF ST												
MONTICELLO AVE AT HARRISON AVE	5:45								MONTHARR			
MARTIN LUTHER KING JR DR AT BRAMHALL AVE	5:45	2	3	50					→ Mant + Communipau 3 off 50W		52 POB	
MARTIN LUTHER KING JR DR AT UNION ST	5:45											
MARTIN LUTHER KING JR DR AT FORREST ST	5:44	0	1	51								
MARTIN LUTHER KING JR DR AT VIRGINIA AVE	5:41	1	0	52					HEBERTAUS			

REMARKS:

Line #: 87 Jersey City - Hoboken

Out To: Gates Avenue (Jersey) 87-9

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
MARTIN LUTHER KING JR DR AT KEARNEY AVE	5:40	0	2	51								
MARTIN LUTHER KING JR DR AT CLAREMONT AVE	5:38	7	1	53								
MARTIN LUTHER KING JR DR AT MYRTLE AVE	5:38	7	1	47								
MARTIN LUTHER KING JR DR AT WILKINSON AVE	5:37	2	0	41								
MARTIN LUTHER KING JR DR AT BIDWELL AVE	5:36	3	0	39								
MARTIN LUTHER KING JR DR AT STEGMAN ST	5:35	8	0	36								
MARTIN LUTHER KING JR DR AT FULTON AVE	5:33	5	1	28								
MARTIN LUTHER KING JR DR AT ARMSTRONG AVE	5:32	6	0	24								
MARTIN LUTHER KING JR DR AT STEVENS AVE	5:31	4	1	18								
MARTIN LUTHER KING JR DR AT WARNER AVE	5:31	3	1	15								
MARTIN LUTHER KING JR DR AT MCADOO AVE												
OLD BERGEN RD AT LINDEN AVE	5:26	0	0	7								
OLD BERGEN RD AT GREENVILLE AVE												
OLD BERGEN RD AT PEARSALL AVE												
OLD BERGEN RD AT BARTHOLDI AVE	5:25	2	0	7								
OLD BERGEN RD AT WINFIELD AVE	5:25	2	0	5								
OLD BERGEN RD AT SEAVIEW AVE												
OLD BERGEN RD AT GATES AVE	5:22	3	0	3					GATE AVE			

Handwritten notes in red ink:

- MUR + Long 1 on 13 POB (5:29)
- Rose + Carter Ave 1 off 2 on 12 POB
- Danforth Ave 4 on 11 POB

Single Trip Analysis

Date: 2.7.18 Run#: 12 Start Sched: 4:44
 Day: Thurs Bus#: 5739 Time Actual: 4:48

A.M./P.M. Fare Register: _____

A.M./P.M. End Trip: _____

Weather: FAIR

Analysis done by: J. Bottcher

Point of origin, if before first stop: _____

Line #:	87	Jersey City - Hoboken	Passengers			Fares				Time Point	Sched.	Actual	ADA
			On	Off	POB	Cash	Pass	Tix	Transfers				
On Street & At Street													
JOURNAL SQUARE TRANSPORTATION CENTER			21	∅	21					JONLSQAR			
BERGEN AVE AT NEWKIRK ST			—————										
BERGEN AVE AT BERGEN SQUARE			22	∅	23								
BERGEN AVE AT VROOM ST			—————										
BERGEN AVE AT HIGHLAND AVE			—————										
BERGEN AVE 115'S OF GLENWOOD AVE <i>Montgomery</i>			1	∅	24								
FAIRMOUNT AVE AT BERGEN AVE			1	∅	25								
FAIRMOUNT AVE AT MONTICELLO AVE			∅	1	24								
MONTICELLO AVE AT FAIRVIEW AVE			∅	1	23								
MONTICELLO AVE AT JEWETT AVE			—————										
MONTICELLO AVE AT BELMONT AVE			1	2	22								
MONTICELLO AVE AT BRINKERHOFF ST			∅	1	21								
MONTICELLO AVE AT HARRISON AVE			2	1	22					MONTHARR			
MARTIN LUTHER KING JR DR AT BRAMHALL AVE			2	1	23								
MARTIN LUTHER KING JR DR AT UNION ST			∅	2	21								
MARTIN LUTHER KING JR DR AT FORREST ST			∅	2	19								
MARTIN LUTHER KING JR DR AT VIRGINIA AVE			1	3	17								

REMARKS:

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
MARTIN LUTHER KING JR DR AT KEARNEY AVE	5:04	∅	∅	17								
MARTIN LUTHER KING JR DR AT CLAREMONT AVE	5:05	1	∅	18								
MARTIN LUTHER KING JR DR AT MYRTLE AVE	5:06	∅	3	15								
MARTIN LUTHER KING JR DR AT WILKINSON AVE	5:06	∅	2	13								
MARTIN LUTHER KING JR DR AT BIDWELL AVE	5:06	∅	2	11								
MARTIN LUTHER KING JR DR AT STEGMAN ST	5:07	∅	1	10								
MARTIN LUTHER KING JR DR AT FULTON AVE	5:08	∅	1	9								
MARTIN LUTHER KING JR DR AT ARMSTRONG AVE	5:09	3	1	11								
MARTIN LUTHER KING JR DR AT STEVENS AVE	5:10	∅	3	8								
MARTIN LUTHER KING JR DR AT WARNER AVE	5:10	∅	∅	∅								
MARTIN LUTHER KING JR DR AT MCADOO AVE	5:10	∅	∅	∅								
OLD BERGEN RD AT LINDEN AVE	5:15	∅	2	6								
OLD BERGEN RD AT GREENVILLE AVE	5:15	∅	∅	6								
OLD BERGEN RD AT PEARSALL AVE	5:16	∅	4	2								
OLD BERGEN RD AT BARTHOLDI AVE	5:16	∅	∅	∅								
OLD BERGEN RD AT WINFIELD AVE	5:17	∅	1	1								
OLD BERGEN RD AT SEAVIEW AVE	5:17	∅	1	1								
OLD BERGEN RD AT GATES AVE	5:20	∅	1	∅					GATE AVE			

*Roadway too narrow to support BRT.
Congestion + difficult turns will limit speed + efficiency of service
Bike had a bus rack - 1 passenger utilized it*

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
MARTIN LUTHER KING JR DR AT KEARNEY AVE	4:20	0	2	35								
MARTIN LUTHER KING JR DR AT CLAREMONT AVE												
MARTIN LUTHER KING JR DR AT MYRTLE AVE	4:20	1	1	37								
MARTIN LUTHER KING JR DR AT WILKINSON AVE	4:20	3		37								
MARTIN LUTHER KING JR DR AT BIDWELL AVE	4:19	5		34								
MARTIN LUTHER KING JR DR AT STEGMAN ST	4:18	2	0	29								
MARTIN LUTHER KING JR DR AT FULTON AVE	4:17	2	0	27								
MARTIN LUTHER KING JR DR AT ARMSTRONG AVE	4:17	1	1	25								
MARTIN LUTHER KING JR DR AT STEVENS AVE	4:11	1	0	21								
MARTIN LUTHER KING JR DR AT WARNER AVE	4:10	3	0	20								
MARTIN LUTHER KING JR DR AT MCADOO AVE												
OLD BERGEN RD AT LINDEN AVE	4:08	11	0	17								
OLD BERGEN RD AT GREENVILLE AVE												
OLD BERGEN RD AT PEARSALL AVE	4:07	3	0	6								
OLD BERGEN RD AT BARTHOLDI AVE	4:06	1	0	3								
OLD BERGEN RD AT WINFIELD AVE	4:06	1	0	2								
OLD BERGEN RD AT SEAVIEW AVE	4:05	1	0	1								
OLD BERGEN RD AT GATES AVE	4:05	0	0	0								

2 long stop
Rose
4:17 MLK + STEVENS 3 on 25 POB
4:10 MLK + WARNER 2 on 23 POB

(STUDENTS - GRAHAM SCHOOL AREA)

This trip was from GATES AVE to JSQ. reverse.
Records are in DRIVER'S log
FED BK majority of Bayonne north bound morning traffic
4 minute delay due to illegally double parked UPS truck

Single Trip Analysis

Date: 2-7-13 Run#: 208 Start Sched: 4:05 A.M./P.M. Fare Register: _____
 Day: Thurs Bus#: 5729 Time Actual: 4:05 A.M./P.M. End Trip: _____
 Weather: FAIR

Analysis done by: J Bottler
 Point of origin, if before first stop: Gates Ave

Line #: **87** Jersey City - Hoboken Ou To: **Gates Avenue (Jersey 87-9)**

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
JOURNAL SQUARE TRANSPORTATION CENTER	4:40	0	46	0					JONLSQAR			
BERGEN AVE AT NEWKIRK ST	4:38	0	25	6								
BERGEN AVE AT BERGEN SQUARE	4:38	0	3	1								
BERGEN AVE AT VROOM ST	4:37	.		15					Academy St. 6 off 11 POB			
BERGEN AVE AT HIGHLAND AVE												
BERGEN AVE 115'S OF GLENWOOD AVE									4:36 Mercer St. _____			
FAIRMOUNT AVE AT BERGEN AVE	4:33	0	2	18					Bergen + Mont. 3 off 15 POB			
FAIRMOUNT AVE AT MONTICELLO AVE	4:32	0	2	19								
MONTICELLO AVE AT FAIRVIEW AVE												
MONTICELLO AVE AT JEWETT AVE	4:32	0	3	21								
MONTICELLO AVE AT BELMONT AVE												
MONTICELLO AVE AT BRINKERHOFF ST												
MONTICELLO AVE AT HARRISON AVE									Master Drive MONTHARR			
MARTIN LUTHER KING JR DR AT BRAMHALL AVE									4:31 Comm. 1 off 24 POB			
MARTIN LUTHER KING JR DR AT UNION ST	4:29	0	2	25								
MARTIN LUTHER KING JR DR AT FORREST ST	4:26	0	2	26								
MARTIN LUTHER KING JR DR AT VIRGINIA AVE	4:25	0	1	27								

Monday, January 14, 2013

REMARKS:

17 @ end route.

sign indicates "courtesy stop", i.e. traditional flag stop with no bus stop sign

Single Trip Analysis

Date: 2-7-13

Run#: _____

Start Sched: _____

A.M./P.M. Fare Register: _____

Day: Thursday

Bus#: _____

Time Actual: _____

A.M./P.M. End Trip: _____

Weather: FAIR

Analysis done by: J. Battalar

Point of origin, if before first stop: JSQ

Line #: 87	Jersey City - Hoboken	Ou	To: Gates Avenue (Jersey 87-9	Passengers			Fares				Time Point	Sched.	Actual	ADA
				On	Off	POB	Cash	Pass	Tix	Transfers				
	JOURNAL SQUARE TRANSPORTATION CENTER	3:27	60	0	60					JONLSQAR				
	BERGEN AVE AT NEWKIRK ST	3:29	0	1	59									
	BERGEN AVE AT BERGEN SQUARE	-----												
	BERGEN AVE AT VROOM ST	-----												
	BERGEN AVE AT HIGHLAND AVE	3:30	0	1	58									
	BERGEN AVE 115'S OF GLENWOOD AVE (Hartopnery)	3:31	2	0	60									
	FAIRMOUNT AVE AT BERGEN AVE	3:34	2	3	59									
	FAIRMOUNT AVE AT MONTICELLO AVE		1		60									
	MONTICELLO AVE AT FAIRVIEW AVE		2		58									
	MONTICELLO AVE AT JEWETT AVE	3:37	3		55									
	MONTICELLO AVE AT BELMONT AVE	-----												
	MONTICELLO AVE AT BRINKERHOFF ST	-----												
	MONTICELLO AVE AT HARRISON AVE	3:38	1	2	54					MONTHARR				
	MARTIN LUTHER KING JR DR AT BRAMHALL AVE	3:39	0	4	50									
	MARTIN LUTHER KING JR DR AT UNION ST	3:40	0	3	47									
	MARTIN LUTHER KING JR DR AT FORREST ST	3:41		7	40									
	MARTIN LUTHER KING JR DR AT VIRGINIA AVE	↓		↓	↓									

Monday, January 14, 2013

sign indicates "courtesy stop", i.e. traditional flag stop with no bus stop sign

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REMARKS:

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
MARTIN LUTHER KING JR DR AT KEARNEY AVE	3:42	∅	34	36								
MARTIN LUTHER KING JR DR AT CLAREMONT AVE	3:43	1	7	30								
MARTIN LUTHER KING JR DR AT MYRTLE AVE	3:44	1	3	28								
MARTIN LUTHER KING JR DR AT WILKINSON AVE	3:45	1	7	22								
MARTIN LUTHER KING JR DR AT BIDWELL AVE	3:45	∅	1	21								
MARTIN LUTHER KING JR DR AT STEGMAN ST	3:46	∅	4	17								
MARTIN LUTHER KING JR DR AT FULTON AVE	3:46	∅	1	16								
MARTIN LUTHER KING JR DR AT ARMSTRONG AVE	3:47	#	3	13								
MARTIN LUTHER KING JR DR AT STEVENS AVE	3:47	∅	4	9								
MARTIN LUTHER KING JR DR AT WARNER AVE	3:47	∅	1	8								
MARTIN LUTHER KING JR DR AT MCADOO AVE	3:48	∅	1	7								
OLD BERGEN RD AT LINDEN AVE	4:53	∅	1	6								
OLD BERGEN RD AT GREENVILLE AVE												
OLD BERGEN RD AT PEARSALL AVE	4:54	∅	3	3								
OLD BERGEN RD AT BARTHOLDI AVE												
OLD BERGEN RD AT WINFIELD AVE	4:55	∅	1	2								
OLD BERGEN RD AT SEAVIEW AVE	4:54	∅	1	1								
OLD BERGEN RD AT GATES AVE	4:55	∅	1	∅					GATE AVE			

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
MARTIN LUTHER KING JR DR AT KEARNEY AVE	3:42	∅	4	36								
MARTIN LUTHER KING JR DR AT CLAREMONT AVE	3:43	1	7	30								
MARTIN LUTHER KING JR DR AT MYRTLE AVE	3:44	1	3	28								
MARTIN LUTHER KING JR DR AT WILKINSON AVE	3:45	1	7	22								
MARTIN LUTHER KING JR DR AT BIDWELL AVE	3:45	∅	1	21								
MARTIN LUTHER KING JR DR AT STEGMAN ST	3:46	∅	4	17								
MARTIN LUTHER KING JR DR AT FULTON AVE	3:46	∅	1	16								
MARTIN LUTHER KING JR DR AT ARMSTRONG AVE	3:47	∅	3	13								
MARTIN LUTHER KING JR DR AT STEVENS AVE	3:47	∅	4	9								
MARTIN LUTHER KING JR DR AT WARNER AVE	3:47	∅	1	8								
MARTIN LUTHER KING JR DR AT MCADOO AVE	3:48	∅	1	7								
OLD BERGEN RD AT LINDEN AVE	4:53	∅	1	6								
OLD BERGEN RD AT GREENVILLE AVE	---	---	---	---								
OLD BERGEN RD AT PEARSALL AVE	4:54	∅	3	3								
OLD BERGEN RD AT BARTHOLDI AVE	---	---	---	---								
OLD BERGEN RD AT WINFIELD AVE	4:54	∅	1	2								
OLD BERGEN RD AT SEAVIEW AVE	4:54	∅	1	1								
OLD BERGEN RD AT GATES AVE	4:55	∅	1	∅					GATE AVE			

Single Trip Analysis

Date: 2-7-13

Run#: 208

Start Sched:

A.M./P.M. Fare Register:

Day: Thues

Bus#: 5729

Time Actual: 3:27

A.M./P.M. End Trip:

Weather: FAIR

Analysis done by: J. BOTTCHEK

Point of origin, if before first stop: JSQ

Line #: **87** **Jersey City - Hoboken** **Ou** **To: Gates Avenue (Jersey** **87-9**

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
JOURNAL SQUARE TRANSPORTATION CENTER	3:27	60	/	60					JONLSQAR			
BERGEN AVE AT NEWKIRK ST	3:29	∅	1	59								
BERGEN AVE AT BERGEN SQUARE	 	 	 	 								
BERGEN AVE AT VROOM ST	 	 	 	 								
BERGEN AVE AT HIGHLAND AVE	3:30	∅	1	58								
BERGEN AVE 115'S OF GLENWOOD AVE <i>Montgomery</i>	3:31	2	∅	60								
FAIRMOUNT AVE AT BERGEN AVE	3:33	2	3	59								
FAIRMOUNT AVE AT MONTICELLO AVE	 	1	∅	60								
MONTICELLO AVE AT FAIRVIEW AVE	 	∅	2	58								
MONTICELLO AVE AT JEWETT AVE	3:37	∅	3	55								
MONTICELLO AVE AT BELMONT AVE	 	 	 	 								
MONTICELLO AVE AT BRINKERHOFF ST	 	 	 	 								
MONTICELLO AVE AT HARRISON AVE	3:38	1	2	54					MONTHARR			
MARTIN LUTHER KING JR DR AT BRAMHALL AVE	3:39	∅	4	50								
MARTIN LUTHER KING JR DR AT UNION ST	3:40	∅	3	47								
MARTIN LUTHER KING JR DR AT FORREST ST	 	 	 	 								
MARTIN LUTHER KING JR DR AT VIRGINIA AVE	3:41	∅	7	40								

Single Trip Analysis

Date: 1/30/13
Day: Wed

Run#: _____
Bus#: 10

Start Sched: 6:38
Time Actual: 6:38

A.M./P.M. Fare Register: _____

A.M./P.M. End Trip: _____

Weather: Foggy/mild temp.

Analysis done by: Francesca Giarratana

Point of origin, if before first stop: _____

Line #: **10** Bayonne - Jersey City In To: **Jersey City** 10-1

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
JFK BLVD AT 3RD ST	6:38	1		1					JFK 3RD			
JFK BLVD AT 4TH ST												
JFK BLVD AT 8TH ST												
JFK BLVD AT 10TH ST		11		3								
JFK BLVD AT 12TH ST												
JFK BLVD AT 14TH ST												
JFK BLVD AT 16TH ST	6:42											
JFK BLVD AT ANDREW ST												
JFK BLVD AT 19TH ST												
JFK BLVD AT 21ST ST		11		4	1							
JFK BLVD AT 23RD ST		11		5	1							
JFK BLVD AT 27TH ST	6:45								JFK 27TH			
JFK BLVD AT 30TH ST		11		6	1							
JFK BLVD AT 32ND ST												
JFK BLVD AT 34TH ST												
JFK BLVD AT 38 TH ST												
JFK BLVD AT 39TH ST												

Monday, January 14, 2013

sign indicates "courtesy stop", i.e. traditional flag stop with no bus stop sign

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REMARKS:

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
JFK BLVD AT DELVIN DR												
JFK BLVD AT W 44TH ST	6:49	1	1	6		1						
JFK BLVD AT 48TH ST												
JFK BLVD AT 50TH ST		1		7		1						
JFK BLVD AT 52ND ST												
JFK BLVD AT 54TH ST	6:52											
JFK BLVD AT 57TH ST												
JFK BLVD AT 58TH ST												
JFK BLVD AT 63RD ST #	6:53	1	1	8					JFK 63RD			
JFK BLVD AT PAMRAPO AVE												
JFK BLVD AT GATES AVE		1		11		2	1					
JFK BLVD AT PEARSALL AVE	6:58	1		12		1						
JFK BLVD AT GREENVILLE AVE		1		13		1						
JFK BLVD AT DANFORTH AVE												
JFK BLVD AT MCADOO AVE #	7:00	1		14		1			JFK MCAD			
JFK BLVD AT WADE ST		1		15								
JFK BLVD AT FOWLER AVE		1		16		1	1					
JFK BLVD AT WOODLAWN AVE		1		17		1						
JFK BLVD AT DWIGHT ST												
JFK BLVD AT AUDUBON AVE												

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
JFK BLVD AT BROADMAN PKWY												
JFK BLVD AT CLAREMONT AVE												
JFK BLVD AT MORTON PL												
JFK BLVD AT EGE AVE												
JFK BLVD AT BOYD AVE												
JFK BLVD AT CLENDENNY AVE	7:07	1		19								
JFK BLVD AT CLINTON AVE		11		21								
JFK BLVD AT COMMUNIPAW AVE #									JFK COMM			
JFK BLVD AT BENTLEY AVE												
JFK BLVD AT KENSINGTON AVE	7:10	11		23								
JFK BLVD AT JEWETT AVE		1	1	23								
JFK BLVD AT DUNCAN AVE		1		24								
JFK BLVD AT MONTGOMERY ST	7:13											
JFK BLVD AT GLENWOOD AVE												
JFK BLVD AT STUYVESANT AVE			1	23								
JFK BLVD AT SIP AVE												
JOURNAL SQUARE TRANSPORTATION CENTER	7:20		14	-					JONLSQAR			

* Culver Avenue missing stop

* Clinton Avenue → customer + driver dispute

→ JFK Blvd + tunnel* → 9 off → 14 POB

Single Trip Analysis

Date: 1/30/13 Run#: _____ Start Sched: 7:26 A.M./P.M. Fare Register: _____
 Day: Wed Bus#: 10 Time Actual: 7:32 A.M./P.M. End Trip: _____
 Analysis done by: Francesca Grakofana Weather: foggy/mild temp
 Point of origin, if before first stop: _____

Line #: **10** Bayonne - Jersey City Ou To: **Bayonne** 10-2

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
JOURNAL SQUARE TRANSPORTATION CENTER		18		18					JONLSQAR			
JFK BLVD 300' N OF TONNELLE AVE		3		21								
JFK BLVD AT SIP AVE	7:37	1		22								
JFK BLVD AT STUYVESANT AVE		11		24								
JFK BLVD AT HIGHLAND AVE		11		26								
JFK BLVD AT MONTGOMERY ST		11		28								
JFK BLVD AT DUNCAN AVE	7:40	5	2	31								
JFK BLVD AT KENSINGTON AVE		5		36								
JFK BLVD AT BELMONT AVENUE		1		37								
JFK BLVD AT BENTLEY AVE												
JFK BLVD AT COMMUNIPAW AVE	7:46	2		39					JFK COMM			
JFK BLVD AT OXFORD AVE		1	1	38								
JFK BLVD AT CLENDENNY AVE		1		39								
JFK BLVD AT BOYD AVE	7:48	3	1	41								
JFK BLVD AT EGE AVE		1		42								
JFK BLVD AT MORTON PL		1	1	42								
JFK BLVD AT CLAREMONT AVE		1	1	42								

Monday, January 14, 2013

sign indicates "courtesy stop", i.e. traditional flag stop with no bus stop sign

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REMARKS:

2 Marxist
 2 St. boms J95Q → 3 + Marxist

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
JFK BLVD AT BROADMAN PKWY		1	111	40								
JFK BLVD AT AUDUBON AVE <i>mrcu *</i>	7:53	1	7	34								
JFK BLVD AT STEGMAN PKWY		2		36								
JFK BLVD AT VAN HOUTEN AVE			2	34								
JFK BLVD AT WOODLAWN AVE												
JFK BLVD AT VAN NOSTRAND AVE <i>Wade</i>	<i>7:57</i>			<i>34</i>								
JFK BLVD AT STEVENS AVE	7:57	2		36								
JFK BLVD AT MCADOO AVE #	7:58			34				JFK MCAD				
JFK BLVD AT DANFORTH AVE			2	32								
JFK BLVD AT GREENVILLE AVE			1	31								
JFK BLVD AT PEARSALL AVE			1	30								
JFK BLVD AT WINFIELD AVE		1		31								
JFK BLVD AT GATES AVE			1	30								
JFK BLVD AT PAMRAPO AVE		1	2	29								
JFK BLVD AT 63RD ST #	8:03	1		30				JFK 63RD				
JFK BLVD 0' OF RT 440												
JFK BLVD AT 57TH ST <i>(Marist HS)</i>			15	21								
JFK BLVD AT 54TH ST		6	1	26								
JFK BLVD AT 52ND ST		10	2	34								
JFK BLVD AT 48TH ST	8:08	6		40								

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
JFK BLVD AT 46TH ST												
JFK BLVD AT 44TH ST												
JFK BLVD AT 42ND ST												
JFK BLVD AT DILLON DR												
JFK BLVD AT 37TH ST												
JFK BLVD AT 35TH ST	8:11		2	38								
JFK BLVD AT 33RD ST			1	37								
JFK BLVD AT 30TH ST			22	15								
JFK BLVD AT 27TH ST #	8:15		8	7					JFK 27TH			
JFK BLVD AT 25TH ST												
JFK BLVD AT 23RD ST			1	6								
JFK BLVD AT 19TH ST												
JFK BLVD AT 16TH ST	8:18		3	3								
JFK BLVD AT 12TH ST												
JFK BLVD AT 10TH ST			1	2								
JFK BLVD AT 8TH ST	#		1	1								
JFK BLVD AT 2ND ST	8:23								JFK 2ND			

* 20 + 30 min → I'm thinking that's Bayonne HS

Single Trip Analysis

Date: 1/30/13

Run#: _____

Start Sched: 8:30

A.M./P.M. Fare Register: _____

Day: Wed.

Bus#: 10

Time Actual: 8:30

A.M./P.M. End Trip: _____

Weather: Clear/mild temp.

Analysis done by: Franco Sca Giarratana

Point of origin, if before first stop: _____

Line #: 10 Bayonne - Jersey City

In To: Jersey City

10-1

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
JFK BLVD AT 3RD ST	8:30	1		1					JFK 3RD			
JFK BLVD AT 4TH ST												
JFK BLVD AT 8TH ST												
JFK BLVD AT 10TH ST		1		2								
JFK BLVD AT 12TH ST		2		4								
JFK BLVD AT 14TH ST												
JFK BLVD AT 16TH ST												
JFK BLVD AT ANDREW ST	8:36	1		5								
JFK BLVD AT 19TH ST												
JFK BLVD AT 21ST ST		1		6								
JFK BLVD AT 23RD ST		1		7								
JFK BLVD AT 27TH ST •	8:40	3	1	9					JFK 27TH			
JFK BLVD AT 30TH ST			1	8								
JFK BLVD AT 32ND ST		1		9								
JFK BLVD AT 34TH ST		1		10								
JFK BLVD AT 38 TH ST												
JFK BLVD AT 39TH ST												

Monday, January 14, 2013

sign indicates "courtesy stop", i.e. traditional flag stop with no bus stop sign

Page 1 of 3

REMARKS:

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
JFK BLVD AT DELVIN DR												
JFK BLVD AT W 44TH ST												
JFK BLVD AT 48TH ST	8:47		1	9								
JFK BLVD AT 50TH ST			1	8								
JFK BLVD AT 52ND ST												
JFK BLVD AT 54TH ST												
JFK BLVD AT 57TH ST												
JFK BLVD AT 58TH ST												
JFK BLVD AT 63RD ST #	8:50		1	7					JFK 63RD			
JFK BLVD AT PAMRAPO AVE												
JFK BLVD AT GATES AVE			1	6								
JFK BLVD AT PEARSALL AVE												
JFK BLVD AT GREENVILLE AVE	<i>*passed another 10' → filled with customers*</i>											
JFK BLVD AT DANFORTH AVE	8:55		2	8								
JFK BLVD AT MCADOO AVE #	8:56		3	11					JFK MCAD			
JFK BLVD AT WADE ST												
JFK BLVD AT FOWLER AVE			3	14								
JFK BLVD AT WOODLAWN AVE			1	15								
JFK BLVD AT DWIGHT ST												
JFK BLVD AT AUDUBON AVE	9:00		3	16								

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
JFK BLVD AT BROADMAN PKWY												
JFK BLVD AT CLAREMONT AVE	9:03	3		19								
JFK BLVD AT MORTON PL												
JFK BLVD AT EGE AVE												
JFK BLVD AT BOYD AVE												
JFK BLVD AT CLENDENNY AVE		#	2	17								
JFK BLVD AT CLINTON AVE			3	14								
JFK BLVD AT COMMUNIPAW AVE	9:07								JFK COMM			
JFK BLVD AT BENTLEY AVE												
JFK BLVD AT KENSINGTON AVE												
JFK BLVD AT JEWETT AVE												
JFK BLVD AT DUNCAN AVE	9:09	2	1	15								
JFK BLVD AT MONTGOMERY ST		2	1	16								
JFK BLVD AT GLENWOOD AVE												
JFK BLVD AT STUYVESANT AVE			1	15								
JFK BLVD AT SIP AVE												
JOURNAL SQUARE TRANSPORTATION CENTER	9:18		8	-					JONLSQAR			

→ JFK Blvd inbetween Fonelle & JSQ Center - 7 off / 8 POB

REMARKS:

* Bhs Note: We should look into the amount of people who take jitneys, when I asked one of the drivers, he said it goes right to JSQ

Single Trip Analysis

Date: 1/30/13 Run#: _____ Start Sched: 9:20
 Day: Wed Bus#: 10 Time Actual: 9:27

A.M./P.M. Fare Register: _____

A.M./P.M. End Trip: _____

Weather: partly cloudy / mild temp.

Analysis done by: Francesca Giarratana

Point of origin, if before first stop: _____

Line #: **10** Bayonne - Jersey City

Ou To: **Bayonne**

10-2

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
JOURNAL SQUARE TRANSPORTATION CENTER	9:27	28	-	28					JONLSQAR			
JFK BLVD 300' N OF TONNELLE AVE		1		29								
JFK BLVD AT SIP AVE	9:35	1		30								
JFK BLVD AT STUYVESANT AVE		1		31								
JFK BLVD AT HIGHLAND AVE												
JFK BLVD AT MONTGOMERY ST		1		32								
JFK BLVD AT DUNCAN AVE												
JFK BLVD AT KENSINGTON AVE	9:38		3	29								
JFK BLVD AT BELMONT AVENUE												
JFK BLVD AT BENTLEY AVE												
JFK BLVD AT COMMUNIPAW AVE ●	9:40	3	3	29					JFK COMM			
JFK BLVD AT OXFORD AVE												
JFK BLVD AT CLENDENNY AVE												
JFK BLVD AT BOYD AVE												
JFK BLVD AT EGE AVE												
JFK BLVD AT MORTON PL	9:42											
JFK BLVD AT CLAREMONT AVE												

Monday, January 14, 2013

sign indicates "courtesy stop", i.e. traditional flag stop with no bus stop sign

Page 1 of 3

REMARKS:

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
JFK BLVD AT BROADMAN PKWY												
JFK BLVD AT AUDUBON AVE <i>Bank Culver (ngcu)</i>		1	15	14								
JFK BLVD AT STEGMAN PKWY		#	1	13								
JFK BLVD AT VAN HOUTEN AVE	9:45		1	12								
JFK BLVD AT WOODLAWN AVE		1		13								
JFK BLVD AT VAN NOSTRAND AVE <i>Wade St.</i>		1		14								
JFK BLVD AT STEVENS AVE												
JFK BLVD AT MCADOO AVE	9:48								JFK MCAD			
JFK BLVD AT DANFORTH AVE		1	2	13								
JFK BLVD AT GREENVILLE AVE												
JFK BLVD AT PEARSALL AVE												
JFK BLVD AT WINFIELD AVE												
JFK BLVD AT GATES AVE	9:50		1	12								
JFK BLVD AT PAMRAPO AVE		2	4	10								
JFK BLVD AT 63RD ST	9:52		1	9					JFK 63RD			
JFK BLVD 0' OF RT 440												
JFK BLVD AT 57TH ST			1	8								
JFK BLVD AT 54TH ST												
JFK BLVD AT 52ND ST												
JFK BLVD AT 48TH ST												

Monday, January 14, 2013

sign indicates "courtesy stop", i.e. traditional flag stop with no bus stop sign

REMARKS:

29
15
14

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
JFK BLVD AT 46TH ST	9:55											
JFK BLVD AT 44TH ST												
JFK BLVD AT 42ND ST			1	7								
JFK BLVD AT DILLON DR												
JFK BLVD AT 37TH ST												
JFK BLVD AT 35TH ST												
JFK BLVD AT 33RD ST			1	6								
JFK BLVD AT 30TH ST			2	4								
JFK BLVD AT 27TH ST #	10:00								JFK 27TH			
JFK BLVD AT 25TH ST			1	5								
JFK BLVD AT 23RD ST												
JFK BLVD AT 19TH ST			1	4								
JFK BLVD AT 16TH ST			1	3								
JFK BLVD AT 12TH ST			2	1								
JFK BLVD AT 10TH ST												
JFK BLVD AT 8TH ST			1	1								
JFK BLVD AT 2ND ST	10:12								JFK 2ND			

Single Trip Analysis

Date: 1/31/2013 Run#: _____ Start Sched: 6:30 A.M./P.M. Fare Register: _____
 Day: Thursday Bus#: 10 Time Actual: 6:32 A.M./P.M. End Trip: _____
 _____ 6023 Weather: pouring

Analysis done by: Nicole Hooper

Point of origin, if before first stop: _____

Line #: 10 Bayonne - Jersey City Ou To: Bayonne 10-2

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
JOURNAL SQUARE TRANSPORTATION CENTER	6:32			4					JONLSQAR			
JFK BLVD 300' N OF TONNELLE AVE		1	0	5								
JFK BLVD AT SIP AVE		1	0	6								
JFK BLVD AT STUYVESANT AVE		0	0	6								
JFK BLVD AT HIGHLAND AVE		0	0	6								
JFK BLVD AT MONTGOMERY ST	6:38	1	0	7								
JFK BLVD AT DUNCAN AVE		0	1	6								
JFK BLVD AT KENSINGTON AVE	6:40	1	0	7								
JFK BLVD AT BELMONT AVENUE		0	0	7								
JFK BLVD AT BENTLEY AVE		0	0	7								
JFK BLVD AT COMMUNIPAW AVE	6:41	1	0	8					JFK COMM			
JFK BLVD AT OXFORD AVE		0	0	8								
JFK BLVD AT CLENDENNY AVE		0	0	8								
JFK BLVD AT BOYD AVE		0	0	8								
JFK BLVD AT EGE AVE		0	0	8								
JFK BLVD AT MORTON PL	6:43	0	0	8								
JFK BLVD AT CLAREMONT AVE		2	0	10								

Monday, January 14, 2013

sign indicates "courtesy stop", i.e. traditional flag stop with no bus stop sign

REMARKS:

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
JFK BLVD AT BROADMAN PKWY		0	0	10								
JFK BLVD AT AUDUBON AVE	6:45	0	2	8								
JFK BLVD AT STEGMAN PKWY		0	1	7								
JFK BLVD AT VAN HOUTEN AVE		0	0	7								
JFK BLVD AT WOODLAWN AVE	6:47	1	0	8								
JFK BLVD AT VAN NOSTRAND AVE		1	1	8								
JFK BLVD AT STEVENS AVE		1	0	9								
JFK BLVD AT MCADOO AVE	6:49	1	0	10					JFK MCAD			
JFK BLVD AT DANFORTH AVE		0	0	17								
JFK BLVD AT GREENVILLE AVE		0	0	11								
JFK BLVD AT PEARSALL AVE		0	0	11								
JFK BLVD AT WINFIELD AVE		0	0	11								
JFK BLVD AT GATES AVE	6:51	0	1	10								
JFK BLVD AT PAMRAPO AVE		0	2	8								
JFK BLVD AT 63RD ST		1	2	8					JFK 63RD			
JFK BLVD 0' OF RT 440		0	0	7								
JFK BLVD AT 57TH ST	6:53	0	0	7								
JFK BLVD AT 54TH ST		0	0	7								
JFK BLVD AT 52ND ST		0	0	7								
JFK BLVD AT 48TH ST	6:54	1	0	8								

8 / St. Peter's →

St. Wade St

Entering Bayonne
 #ADA stop

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
JFK BLVD AT 46TH ST		0	0	8								
JFK BLVD AT 44TH ST		0	0	8								
JFK BLVD AT 42ND ST		0	0	8								
JFK BLVD AT DILLON DR	6:56	0	0	8								
JFK BLVD AT 37TH ST		0	0	8								
JFK BLVD AT 35TH ST		1	0	9								
JFK BLVD AT 33RD ST	6:51	0	1	8								
JFK BLVD AT 30TH ST		0	1	7								
JFK BLVD AT 27TH ST	6:59	0	1	6					JFK 27TH			
JFK BLVD AT 25TH ST		0	0	6								
JFK BLVD AT 23RD ST		0	1	5								
JFK BLVD AT 19TH ST		0	1	5								
JFK BLVD AT 16TH ST		0	1	4								
JFK BLVD AT 12TH ST		0	1	3								
JFK BLVD AT 10TH ST	7:03	0	0	3								
JFK BLVD AT 8TH ST	7:04	0	1	2								
JFK BLVD AT 2ND ST	7:06	0	1	0					JFK 2ND			

Single Trip Analysis

Date: Thursday
Day: 1/31/13

Run#: _____
Bus#: 10

Start Sched: _____
Time Actual: 7:44

A.M./P.M. Fare Register: _____

A.M./P.M. End Trip: _____

Weather: Windy/Cold

Analysis done by: Nicole Healy

Point of origin, if before first stop: _____

Line #:	10	Bayonne - Jersey City	In	To: Jersey City	10-1								
Line #	Stop	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
			On	Off	POB	Cash	Pass	Tix	Transfers				
	JFK BLVD AT 3RD ST	7:44			9					JFK 3RD			
	JFK BLVD AT 4TH ST		3		12								
	JFK BLVD AT 8TH ST	7:47	1		10								
	JFK BLVD AT 10TH ST		2		12								
	JFK BLVD AT 12TH ST		1		13								
	JFK BLVD AT 14TH ST	7:49	4		17								
	JFK BLVD AT 16TH ST	7:50	2		19								
	JFK BLVD AT ANDREW ST	7:52	3		23								
	JFK BLVD AT 19TH ST		1		24								
	JFK BLVD AT 21ST ST		3		26								
	JFK BLVD AT 23RD ST		5	1	30								
	JFK BLVD AT 27TH ST		2	3	29					JFK 27TH			
	JFK BLVD AT 30TH ST		1	6	24								
	JFK BLVD AT 32ND ST	7:58	2	0	26								
	JFK BLVD AT 34TH ST		2	1	27								
	JFK BLVD AT 38 TH ST		0	0	27								
	JFK BLVD AT 39TH ST												

Notes: 3rd St - One man requested a south stop between 10th + 2nd - One woman asks the driver and driver on Street & At Street + would like a NST BRT more notes on back

REMARKS:

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
JFK BLVD AT DELVIN DR	8:00	1		28								
JFK BLVD AT W 44TH ST	8:01	1 3		29 32								
JFK BLVD AT 48TH ST		3		35								
JFK BLVD AT 50TH ST	8:04	1		36								
JFK BLVD AT 52ND ST		2		38								
JFK BLVD AT 54TH ST		2		40								
JFK BLVD AT 57TH ST	8:07		2	38								
JFK BLVD AT 58TH ST		1		39								
JFK BLVD AT 63RD ST		0	0	39					JFK 63RD			
JFK BLVD AT PAMRAPO AVE	8:09	1	1	39								
JFK BLVD AT GATES AVE		6	0	45								
JFK BLVD AT PEARSALL AVE	8:11	4		49								
JFK BLVD AT GREENVILLE AVE												
JFK BLVD AT DANFORTH AVE				49								
JFK BLVD AT MCADOO AVE				49					JFK MCAD			
JFK BLVD AT WADE ST	8:14	2	1	50								
JFK BLVD AT FOWLER AVE				50								
JFK BLVD AT WOODLAWN AVE				50								
JFK BLVD AT DWIGHT ST				50								
JFK BLVD AT AUDUBON AVE	8:17	3	5	48								

Marist HS

15cu

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
JFK BLVD AT BROADMAN PKWY				48								
JFK BLVD AT CLAREMONT AVE	8:19	1	1	48								
JFK BLVD AT MORTON PL		3		51								
JFK BLVD AT EGE AVE				51								
JFK BLVD AT BOYD AVE		1	1	51								
JFK BLVD AT CLENDENNY AVE												
JFK BLVD AT CLINTON AVE		1		52								
JFK BLVD AT COMMUNIPAW AVE	8:21	5	3	54					JFK COMM			
JFK BLVD AT BENTLEY AVE		2	0	56								
JFK BLVD AT KENSINGTON AVE		0	0	56								
JFK BLVD AT JEWETT AVE		0	0	56								
JFK BLVD AT DUNCAN AVE		0	0	56								
JFK BLVD AT MONTGOMERY ST <i>St. Peter's</i>	8:32	0	5	51								
JFK BLVD AT GLENWOOD AVE		0	0	51								
JFK BLVD AT STUYVESANT AVE		0	5	46								
JFK BLVD AT SIP AVE	8:37			23 23								
JOURNAL SQUARE TRANSPORTATION CENTER	8:43			0					JONLSQAR			

- at 3rd + JFK - approximately 5-8 jitneys picked up passengers going toward J.C. + NY
- ~~the~~ # of people on the jitney ranged from 2-8
 - super windy at that stop ~~due to bridge~~ # ~~people~~
a shelter would be beneficial
 - the fumes from the jitney's fuel was strong though ~~they~~ I did not track how long they were idling
 - * the survey ~~would be~~ was hard to give out as a full sheet of paper - a 3 fold would work best

Single Trip Analysis

Date: 1/31/13 Run#: _____

Start Sched: 9:00

A.M./P.M. Fare Register: _____

A.M./P.M. End Trip: _____

Day: Thursday Bus#: 10

Time Actual: 9:01

Weather: Windy/Cold

Analysis done by: Nicole Heate

Point of origin, if before first stop: _____

Line #: **10** Bayonne - Jersey City

Ou To: **Bayonne**

10-2

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
JOURNAL SQUARE TRANSPORTATION CENTER	9:01			35					JONLSQAR			
JFK BLVD 300' N OF TONNELLE AVE		2	0	37								
JFK BLVD AT SIP AVE		0	0	37								
JFK BLVD AT STUYVESANT AVE		0	0	37								
JFK BLVD AT HIGHLAND AVE	9:06	1	1	37								
JFK BLVD AT MONTGOMERY ST		0	0	37								
JFK BLVD AT DUNCAN AVE		0	0	37								
JFK BLVD AT KENSINGTON AVE	9:10	2	3	36								
JFK BLVD AT BELMONT AVENUE		0	0	36								
JFK BLVD AT BENTLEY AVE		2	1	37								
JFK BLVD AT COMMUNIPAW AVE	9:11	6	0	43					JFK COMM			
JFK BLVD AT OXFORD AVE		0	0	43								
JFK BLVD AT CLENDENNY AVE		0	0	43								
JFK BLVD AT BOYD AVE		0	2	41								
JFK BLVD AT EGE AVE		0	0	41								
JFK BLVD AT MORTON PL	9:15	0	2	39								
JFK BLVD AT CLAREMONT AVE		0	0	39								

REMARKS:

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
JFK BLVD AT BROADMAN PKWY		0	0									
JFK BLVD AT AUDUBON AVE	9:16	0	17	22								
JFK BLVD AT STEGMAN PKWY		0	0	27								
JFK BLVD AT VAN HOUTEN AVE		0	2	20								
JFK BLVD AT WOODLAWN AVE		0	0	20								
JFK BLVD AT VAN NOSTRAND AVE	9:19	0	2	13								
JFK BLVD AT STEVENS AVE <i>Libray Greenville</i>		1	1	12								
JFK BLVD AT MCADOO AVE		0	0	18					JFK MCAD			
JFK BLVD AT DANFORTH AVE	9:21	1	0	17								
JFK BLVD AT GREENVILLE AVE		0	0	17								
JFK BLVD AT PEARSALL AVE		0	0	17								
JFK BLVD AT WINFIELD AVE <i>Columbia Park</i>	9:23	2	2	17								
JFK BLVD AT GATES AVE		0	1	16								
JFK BLVD AT PAMRAPO AVE	9:25	1	1	16								
JFK BLVD AT 63RD ST <i>Bayonne Motor Vehicle</i>		0	3	16					JFK 63RD			
JFK BLVD 0' OF RT 440		0	0	16								
JFK BLVD AT 57TH ST		1	1	16								
JFK BLVD AT 54TH ST		0	0	13								
JFK BLVD AT 52ND ST	9:27	2		15								
JFK BLVD AT 48TH ST		0	0	15								

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
JFK BLVD AT 46TH ST		0	0	15								
JFK BLVD AT 44TH ST		0	0	15								
JFK BLVD AT 42ND ST		0	0	15								
JFK BLVD AT DILLON DR	9:31	0	0	15								
JFK BLVD AT 37TH ST		0	0	15								
JFK BLVD AT 35TH ST		0	1	14								
JFK BLVD AT 33RD ST	9:33	0	1	13								
JFK BLVD AT 30TH ST	9:34		2	11								
JFK BLVD AT 27TH ST			2	9					JFK 27TH			
JFK BLVD AT 25TH ST	9:36		1	8								
JFK BLVD AT 23RD ST			1	7								
JFK BLVD AT 19TH ST			2	5								
JFK BLVD AT 16TH ST			3	2								
JFK BLVD AT 12TH ST			0	2								
JFK BLVD AT 10TH ST	9:41		1	1								
JFK BLVD AT 8TH ST		0	0	1								
JFK BLVD AT 2ND ST	9:43			0					JFK 2ND			

REMARKS:

Single Trip Analysis

Date: Thursday Run#: _____ Start Sched: _____ A.M./P.M. Fare Register: _____
 Day: 1/31/13 Bus#: _____ Time Actual: 10:00 A.M./P.M. End Trip: _____
 Bus#: 6020 Weather: Windy + cold 1st stop

Analysis done by: Nicole Healy

Point of origin, if before first stop: _____

Line #: **119** Bayonne - Jersey City - New York

In To: **New York**

10-119-1

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
JFK BLVD AT 3RD ST	10:00	2		2					JFK 3RD			
JFK BLVD AT 4TH ST		1	0	3								
JFK BLVD AT 8TH ST		0	0	3								
JFK BLVD AT 10TH ST	10:05	4		7								
JFK BLVD AT 12TH ST		1		8								
JFK BLVD AT 14TH ST				8								
JFK BLVD AT 16TH ST				8								
JFK BLVD AT ANDREW ST		1										
JFK BLVD AT 19TH ST												
JFK BLVD AT 21ST ST	10:07	2		10								
JFK BLVD AT 23RD ST		1		11								
JFK BLVD AT 27TH ST			2	9					JFK 27TH			
JFK BLVD AT 30TH ST	10:11		1	8								
JFK BLVD AT 32ND ST		1	1	8								
JFK BLVD AT 34TH ST				8								
JFK BLVD AT 38 TH ST				8								
JFK BLVD AT 39TH ST				8								

Monday, January 14, 2013

sign indicates "courtesy stop", i.e. traditional flag stop with no bus stop sign

Page 1 of 5

REMARKS:

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
JFK BLVD AT DELVIN DR	10:14	1		9								
JFK BLVD AT W 44TH ST				9								
JFK BLVD AT 48TH ST				9								
JFK BLVD AT 50TH ST	10:16		1	10								
JFK BLVD AT 52ND ST			1	11								
JFK BLVD AT 54TH ST				11								
JFK BLVD AT 57TH ST				11								
JFK BLVD AT 58TH ST				11								
JFK BLVD AT 63RD ST ST _{ST}	10:19		1	10					JFK 63RD			
JFK BLVD AT PAMRAPO AVE		2	0	12								
JFK BLVD AT GATES AVE	10:21	1	0	13								
JFK BLVD AT PEARSALL AVE ^{Between} _{Winfield + Bortholi}		1	0	14								
JFK BLVD AT GREENVILLE AVE ^{Between} _{Bay St + Lumberk}		1	0	15								
JFK BLVD AT DANFORTH AVE ^{Greenville} _{Danforth}		0	1	16								
JFK BLVD AT MCADOO AVE	10:24	0	0	16					JFK MCAD			
JFK BLVD AT WADE ST		0	0	16								
JFK BLVD AT FOWLER AVE		0	0	16								
JFK BLVD AT WOODLAWN AVE	10:25	3	0	19								
JFK BLVD AT DWIGHT ST		0	1	18								
JFK BLVD AT AUDUBON AVE ^{15th}	10:27	1	0	19								

REMARKS:

On Street & At Street	Time	Passengers			Fares				Time Point	Sched.	Actual	ADA
		On	Off	POB	Cash	Pass	Tix	Transfers				
JFK BLVD AT BROADMAN PKWY	10:28	1	1	20								
JFK BLVD AT CLAREMONT AVE		2	1	21								
JFK BLVD AT MORTON PL		0	0	21								
JFK BLVD AT EGE AVE		0	1	20								
JFK BLVD AT BOYD AVE	10:31	3		23								
JFK BLVD AT CLENDENNY AVE		0	0	23								
JFK BLVD AT CLINTON AVE		1	0	24								
JFK BLVD AT COMMUNIPAW AVE	10:33	0	1	23					JFK COMM			
JFK BLVD AT BENTLEY AVE		0	0	23								
JFK BLVD AT KENSINGTON AVE		1	0	24								
JFK BLVD AT JEWETT AVE		0	0	24								
JFK BLVD AT DUNCAN AVE		0	0	24								
JFK BLVD AT MONTGOMERY ST	10:36	1	0	25								
JFK BLVD AT GLENWOOD AVE <i>+Highland</i>		1	1	26								
JFK BLVD AT STUYVESANT AVE		0	0	26								
JFK BLVD AT SIP AVE	10:38	0	5	21								
SIP AVE AT TONNELLE AVE		0	6	15								
JOURNAL SQUARE TRANSPORTATION CENTER <i>#</i>	10:45	0	15	⊙					JONLSQAR			
HOBOKEN AVE AT SUMMIT AVE												
CENTRAL AVE AT HOBOKEN AVE												

Monday, January 14, 2013

sign indicates "courtesy stop", i.e. traditional flag stop with no bus stop sign

REMARKS:



Weekday Ridership

13 Month Median Weekday Ridership - Weekday															
DNE	11-Sep	11-Oct	11-Nov	11-Dec	12-Jan	12-Feb	12-Mar	12-Apr	12-May	12-Jun	12-Jul	12-Aug	12-Sep	09/12 US 09/11	Median
1	14,842	15,218	14,862	14,484	14,656	15,265	15,164	14,631	14,410	14,256	13,136	13,237	15,506	4.5%	14,656
6	1,808	1,796	1,750	1,729	1,783	1,788	1,818	1,740	1,758	1,729	1,659	1,664	1,797	-0.6%	1,758
80	7,837	8,093	7,992	7,659	7,596	8,116	8,214	7,897	7,838	7,582	6,634	6,505	7,241	-7.6%	7,837
81	3,143	3,217	3,196	3,030	3,105	3,257	3,351	3,092	3,211	3,144	2,759	2,655	3,273	4.1%	3,144
87	12,559	12,735	12,644	12,104	12,049	12,644	12,524	12,290	12,059	11,577	10,761	10,935	12,435	-1.0%	12,290
120	368	387	368	366	404	395	391	376	395	377	354	342	359	-2.4%	376

LINE: 1
DIRECTION: IN
TRIP DATE: 09/07/12

FROM 09/07/12 TO 09/07/12
0001A - 1159P

ORIGIN ZONE:	03	03	03	02	02	02	01	01	01	TO
DEST ZONE:	03	02	01	03	02	01	02	01	01	TL

START	RUN	TRIP#	BUS #																	
9	17	7	1434	0	0	0	0	0	0	0	0	0	0	2	2					
21	19	4	5982	3	9	0	0	0	1	24	0	0	0	2	39					
48	20	5	1457	0	0	0	0	0	0	9	0	0	0	0	9					
101	18	8	1462	2	4	2	2	0	0	3	0	0	0	0	11					
127	20	6	1457	0	0	0	0	0	0	21	2	0	0	0	23					
236	19	6	5982	0	0	0	1	0	0	5	4	0	0	0	10					
315	20	8	1457	4	2	0	0	0	0	2	1	0	0	0	9					
455	2	2	5977	0	0	0	0	0	0	27	5	0	0	0	32					
456	1	2	1434	5	36	1	0	0	0	17	16	0	0	0	75					
503	5	1	1419	2	18	0	0	0	0	14	14	0	0	2	63					
523	4	1	1458	0	0	0	0	0	0	14	9	0	0	0	23					
523	433	1	1431	0	0	0	0	0	0	16	0	0	0	0	16					
528	5	2	5986	5	27	0	0	0	0	7	0	0	0	1	40					
530	413	1	1482	0	0	0	0	0	0	40	0	0	0	0	40					
537	10	1	1460	0	0	0	0	0	0	0	0	0	0	14	14					
548	444	1	5811	3	7	0	0	0	0	7	12	0	0	9	38					
549	7	2	1481	17	18	0	0	0	0	20	6	0	0	5	69					
550	2	2	5977	0	0	0	0	0	0	24	4	0	0	0	28					
552	441	1	1461	0	0	0	0	0	0	27	0	0	0	0	27					
553	8	1	1465	0	0	0	0	0	0	32	0	0	0	0	32					
556	6	1	1470	0	0	0	0	0	0	0	6	0	0	46	53					
604	422	1	1452	0	0	0	0	0	0	56	0	0	0	0	56					
605	813	1	5374	0	0	0	0	0	0	11	0	0	0	0	11					
605	433	2	1431	0	0	0	0	0	0	39	2	0	0	1	42					
618	11	1	5818	0	0	0	0	0	0	36	0	0	0	0	36					
620	5	2	1419	0	0	0	0	0	0	0	0	0	0	2	2					
621	12	1	1443	0	0	0	0	0	0	6	0	0	0	0	6					
621	410	2	1459	16	19	0	0	0	0	42	0	0	0	0	77					
627	480	1	5991	0	0	0	0	0	0	3	0	0	0	6	9					
629	482	1	1485	0	0	0	0	0	0	14	31	0	0	52	97					
632	5	2	1419	0	0	0	0	0	0	15	27	0	0	52	94					
636	3	2	5825	0	0	0	0	0	0	45	0	0	0	0	45					
636	3	3	5977	45	0	0	0	0	0	0	0	0	0	0	53					
638	441	2	1461	0	0	0	8	0	0	37	15	0	0	2	54					
641	12	1	1443	0	0	0	0	0	0	73	0	0	0	0	73					
642	8	2	1465	0	0	0	0	0	0	32	3	0	0	14	49					
649	446	1	5989	0	0	0	0	0	0	69	0	0	0	0	69					
656	444	2	5811	5	29	0	0	0	0	63	24	0	0	0	127					
658	412	2	5815	22	31	0	0	0	0	50	0	0	0	0	103					
703	430	2	1467	0	0	0	0	0	0	77	11	0	0	6	94					
718	477	2	5805	5	0	0	0	0	0	0	0	0	0	0	5					
721	4	3	1458	0	0	0	0	0	0	28	5	0	0	17	50					

LINE: 1
DIRECTION: IN
TRIP DATE: 09/07/12

FROM 09/07/12 TO 09/07/12
0001A - 1159P

ORIGIN ZONE: 03
DEST ZONE: 02 01 03 02 02 01 02 01 01 01 TL

START	RUN	TRIP#	BUS #	03	02	01	03	02	02	01	01	01	TL
1122	4	8	1458	0	0	0	0	0	0	0	75	75	
1126	2	6	5977	104	14	3	0	0	0	0	0	121	
1127	3	6	5825	4	20	1	0	64	12	0	1	102	
1136	8	4	1465	0	0	0	0	70	10	0	1	81	
1152	14	1	1463	0	0	0	0	26	1	0	10	37	
1158	9	7	1478	16	11	0	0	67	35	2	0	131	
1205	5	9	5986	11	17	2	5	44	14	0	3	96	
1207	6	6	1470	0	0	0	0	0	8	0	51	59	
1230	13	2	1480	0	0	2	0	2	20	0	70	92	
1239	11	1	5802	95	30	0	0	0	0	0	0	127	
1241	15	1	1434	0	0	0	0	97	3	0	0	100	
1241	7	8	1481	2	12	0	0	32	18	0	0	64	
1315	436	1	1441	0	0	0	0	0	0	0	16	16	
1330	8	6	1465	0	0	0	0	75	9	0	6	90	
1339	14	3	1463	10	12	5	0	21	13	0	12	73	
1342	12	7	1443	0	0	0	0	83	0	0	0	83	
1343	13	3	1480	0	0	0	0	57	32	0	13	102	
1356	436	2	1441	0	0	0	0	0	0	0	10	10	
1358	451	1	1466	0	0	0	0	0	0	0	64	64	
1400	441	1	1450	0	0	0	0	11	5	0	0	16	
1415	412	1	1452	0	0	0	0	48	15	0	3	66	
1415	439	2	1469	0	0	0	0	49	0	0	6	55	
1423	447	1	1485	0	0	0	0	27	27	0	14	68	
1424	462	1	1459	0	0	0	0	17	17	0	5	39	
1450	13	4	1480	5	13	5	0	26	20	0	1	70	
1452	421	1	5822	0	0	0	0	19	10	0	0	29	
1455	15	2	1434	0	0	0	0	37	23	0	0	60	
1456	417	2	1458	0	0	0	0	61	16	0	0	86	
1514	462	2	1459	10	9	9	0	51	7	0	0	77	
1517	467	1	1418	0	0	0	0	0	0	0	16	16	
1519	463	2	5825	0	0	0	1	118	3	0	6	128	
1529	420	2	5816	0	0	0	0	42	0	0	0	42	
1531	471	1	5994	0	0	0	0	84	0	0	0	84	
1539	16	2	5807	0	0	0	0	53	14	0	1	68	
1551	412	2	1452	0	0	0	0	59	0	0	0	59	
1555	444	2	1451	0	0	0	0	74	43	0	8	125	
1610	15	3	1434	7	7	0	0	25	23	5	30	90	
1611	439	4	1469	0	0	0	0	90	2	0	1	91	
1621	474	3	1475	0	0	0	0	2	0	0	11	15	
1623	236	1	5708	0	0	0	0	0	0	0	22	22	
1623	425	1	1457	0	0	0	0	0	0	0	27	27	
1623	421	2	5822	0	0	0	0	10	9	0	50	76	

LINE: 1
DIRECTION: IN
TRIP DATE: 09/07/12

FROM 09/07/12 TO 09/07/12
0001A - 1159P

ORIGIN ZONE:	03	03	03	02	02	02	01	01	01	TO
DEST ZONE:	03	02	01	03	02	01	02	01	01	TL

START	RUN	TRIP#	BUS #	03	03	03	02	02	02	01	01	01	TO
1624	471	2	5994	0	0	0	0	67	25	0	7	99	
1624	463	3	5825	0	0	0	0	17	9	0	3	20	
1624	13	5	1480	0	0	0	0	1	9	0	49	59	
1634	412	3	1452	0	0	0	0	87	0	0	0	87	
1659	458	1	5407	1	0	0	3	12	4	1	0	21	
1652	417	4	1458	0	0	0	0	26	4	0	1	30	
1703	441	3	1450	11	40	2	0	19	6	0	1	79	
1704	430	4	1447	10	16	3	0	29	9	0	1	68	
1707	361	4	5816	0	0	0	0	3	1	0	0	4	
1709	451	4	1466	0	0	0	0	0	0	0	25	25	
1710	425	2	1457	0	0	0	0	0	5	0	0	5	
1712	17	1	1482	0	0	0	0	14	11	0	4	29	
1714	236	2	5708	0	0	0	0	0	0	0	15	15	
1715	13	6	1480	0	0	0	0	0	0	0	20	20	
1724	447	3	1485	1	2	0	0	16	0	0	0	19	
1725	16	4	5807	1	0	0	0	61	31	0	0	92	
1728	446	2	5999	1	11	0	0	27	1	0	4	44	
1748	458	2	5407	1	2	0	0	51	1	0	0	55	
1752	462	3	1459	9	0	4	0	15	13	0	1	42	
1801	444	4	1451	0	0	0	0	22	8	0	1	31	
1806	15	4	1434	0	0	0	0	70	1	0	0	71	
1816	447	4	1485	0	0	0	0	6	0	0	0	6	
1820	236	3	5708	0	0	0	0	0	0	0	20	20	
1835	18	2	1465	19	38	1	0	38	1	0	0	96	
1847	463	6	5825	0	0	0	0	46	1	0	0	47	
1850	474	5	1475	1	4	0	0	9	27	0	5	47	
1856	15	5	1434	0	0	0	0	54	2	0	0	56	
1859	475	4	5982	0	0	0	0	22	8	0	7	37	
1905	17	3	1482	0	0	0	0	36	21	0	2	61	
1911	471	4	5994	0	0	2	0	33	28	0	1	89	
1913	463	6	5825	0	25	0	0	0	4	0	0	4	
1919	463	6	5825	0	0	0	0	10	0	0	0	10	
2007	15	6	1434	0	0	0	0	4	9	0	0	18	
2007	16	6	5807	0	0	0	0	3	2	0	0	5	
2023	475	6	5982	0	0	0	0	37	22	0	10	69	
2056	18	4	1465	5	24	0	0	60	1	0	1	91	
2113	20	2	1449	0	0	0	0	40	20	0	7	67	
2126	474	7	1475	0	0	0	0	5	10	0	32	47	
2127	19	2	5817	0	0	0	0	11	0	0	1	23	
2206	17	5	1482	3	11	1	0	31	16	0	3	65	
2310	20	4	1449	2	6	0	0	26	14	0	1	49	
2318	18	6	1465	0	0	0	0	80	1	0	0	81	

TOTAL: 703 738 71 10 4653 1075 25 1224 8499

LINE: 1
DIRECTION: OU
TRIP DATE: 09/07/12

FROM 09/07/12 TO 09/07/12
0001A - 1159P

ORIGIN ZONE: 01 01 01 02 02 02 03 03 03 05 10
DEST ZONE: 01 02 03 01 02 03 02 03 02 03 TL

START	RUN	TRIP#	BUS #	01	01	01	02	02	02	03	03	03	05	10
116	19	5	5982	0	0	0	0	0	4	1	0	0	0	1
214	20	7	1457	1	3	0	0	0	4	10	0	0	5	23
404	1	1	1434	0	0	0	0	0	11	5	0	0	1	17
408	5	1	5986	2	12	1	0	0	6	7	0	0	4	32
501	7	1	1481	0	0	0	0	0	18	14	0	0	28	60
506	412	1	1481	5	9	0	0	0	24	16	0	0	11	65
516	410	1	1459	0	9	0	0	0	12	6	0	0	2	29
533	3	1	5825	0	14	0	0	0	23	0	0	0	0	37
553	420	1	5814	4	35	0	0	0	0	0	0	0	6	82
553	477	1	5805	0	0	0	0	0	24	18	0	0	0	48
602	430	1	1467	0	0	0	0	0	48	0	0	0	0	64
612	1	3	1434	7	9	0	0	0	21	19	0	0	13	77
623	413	2	1482	15	20	0	0	0	0	0	0	0	0	21
629	481	1	1426	10	6	0	0	0	33	9	0	0	8	99
638	465	1	1477	3	13	0	0	0	13	0	0	0	0	29
638	4	2	1458	36	8	0	0	0	0	0	0	0	0	46
641	461	1	5807	0	16	0	0	0	91	0	0	0	0	107
642	5	3	5986	0	4	0	0	0	17	12	0	0	18	53
657	445	1	1473	16	10	0	0	0	52	0	0	0	0	78
700	7	3	1481	11	11	0	0	0	17	11	0	0	9	61
710	480	2	5991	57	11	0	0	0	0	0	0	0	0	58
710	413	3	1482	14	18	0	0	0	65	0	0	0	0	97
713	467	1	1464	74	73	0	0	0	0	0	0	0	0	147
724	3	3	5825	12	57	0	0	0	62	18	0	0	0	149
724	441	3	1461	0	4	0	0	0	0	0	0	0	0	4
733	471	1	5995	18	31	0	0	0	23	17	0	0	8	98
733	426	2	5804	5	17	0	0	0	4	0	0	0	0	26
737	6	2	1470	65	18	0	0	0	0	0	0	0	0	84
751	482	2	1485	28	13	0	0	0	0	0	0	0	0	41
807	12	3	1443	26	12	0	0	0	33	8	0	0	0	82
807	413	4	1482	16	2	0	0	0	7	0	0	0	0	25
815	5	4	1419	38	7	0	0	0	1	0	0	0	0	46
817	481	2	1426	14	16	0	0	0	24	4	0	0	3	61
829	4	4	1458	48	12	0	0	0	0	0	0	0	0	64
838	1	5	1434	0	0	0	0	0	37	25	0	0	11	73
838	433	5	1432	5	4	0	0	0	34	0	0	0	0	73
840	461	3	5807	4	17	0	0	0	2	0	0	0	0	43
855	420	2	5814	16	3	0	0	0	0	0	0	0	0	23
859	10	2	1460	0	1	0	0	0	0	0	0	0	0	19
908	11	3	5818	39	6	0	0	0	0	0	0	0	0	1
913	425	2	5429	21	6	0	0	0	1	0	0	0	0	45
934	7	5	1481	2	9	0	0	0	7	0	0	0	0	28

LINE: 1
DIRECTION: OU
TRIP DATE: 09/07/12

FROM 09/07/12 TO 09/07/12
0001A - 1159P

ORIGIN ZONE: 01 01 01 02 02 02 03 03 03 03 03 TL
DEST ZONE: 01 02 03 01 02 03 02 02 03 03 03 TL

START	RUN	TRIP#	BUS #	01	02	03	01	02	02	03	02	03	03	03	TL
941	10	1	1457	106	4	0	0	0	0	0	0	0	0	5	110
959	3	5	5825	17	28	0	0	0	49	0	25	0	0	1	124
1022	9	6	1478	12	21	0	0	0	51	0	20	0	0	1	105
1029	8	3	1465	6	22	0	0	0	53	0	0	0	0	0	81
1039	5	8	5986	0	0	0	0	0	16	0	15	0	5	0	36
1045	10	2	1457	2	23	0	0	0	14	0	0	0	0	0	39
1113	6	5	1470	46	6	0	1	5	5	0	0	0	0	0	58
1125	7	7	1481	5	10	0	1	0	22	0	21	0	10	0	69
1158	10	3	1457	40	9	0	0	0	22	0	0	0	0	0	71
1213	4	9	1458	19	14	0	10	4	4	0	0	0	0	0	47
1231	8	5	1465	7	23	0	0	0	48	0	0	0	0	0	78
1239	14	2	1463	83	11	0	0	0	0	0	0	0	0	0	94
1303	6	7	1470	73	51	0	0	0	0	0	0	0	0	0	124
1315	439	1	1469	6	11	0	0	0	9	0	0	0	6	0	26
1327	9	8	1478	3	11	1	0	0	65	0	20	0	0	0	106
1335	430	1	1447	2	3	0	0	0	15	0	0	0	0	0	20
1337	417	1	1458	16	15	0	0	0	33	0	0	0	0	0	20
1345	10	4	1457	1	19	0	0	0	73	0	0	0	0	0	64
1402	463	1	5825	25	9	0	0	0	60	0	0	0	0	0	93
1413	436	2	1441	49	7	0	0	0	0	0	0	0	0	0	94
1415	420	1	5816	64	19	0	0	0	0	0	0	0	0	0	56
1416	402	1	1461	27	28	0	0	0	0	0	0	0	0	0	83
1421	11	2	5802	85	22	5	0	0	0	0	0	0	0	0	55
1436	430	2	1447	19	19	0	0	0	1	0	0	0	0	0	112
1438	419	1	1453	55	19	0	0	0	0	0	0	0	0	0	75
1444	451	2	1466	38	3	0	0	0	29	0	0	0	0	0	57
1444	444	1	1451	6	16	0	0	0	18	0	0	0	0	0	41
1447	16	1	5807	1	5	0	0	0	67	0	0	0	0	0	40
1450	436	3	1441	14	2	0	0	0	0	0	0	0	0	0	73
1455	14	4	1463	12	6	0	0	0	61	0	11	0	0	0	16
1507	439	3	1469	6	2	0	0	0	49	0	0	0	0	0	97
1527	12	8	1443	29	20	0	0	0	0	0	0	0	0	0	57
1534	446	1	5999	3	5	0	0	0	25	0	10	0	0	12	49
1535	451	3	1466	30	19	0	0	0	0	0	0	0	0	0	55
1537	436	4	1441	41	3	0	0	0	0	0	0	0	0	0	49
1538	441	2	1450	2	4	0	0	0	0	0	49	0	9	0	44
1540	475	1	5982	3	4	0	0	0	10	0	0	0	0	0	76
1541	430	3	1447	4	10	0	0	0	10	0	0	0	0	0	17
1542	447	2	1485	11	15	0	0	0	28	0	23	1	19	0	67
1557	467	2	1418	64	31	0	0	0	0	0	30	0	2	0	88
1600	417	3	1458	3	9	0	0	0	0	0	0	0	0	0	95
1616	419	3	1453	12	15	0	0	0	32	0	0	0	0	0	74

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ORIGIN ZONE: 03
DEST ZONE: 03

START	RUN	TRIP#	BUS #	03	02	01	02	01	02	01	01	01	TL
6	18	5	1467	0	0	0	0	0	0	0	30	30	30
7	20	5	5980	2	0	0	1	0	0	0	0	0	3
11	17	4	1483	0	0	0	10	0	0	0	0	0	26
30	19	4	5989	3	8	0	16	4	0	1	34	32	32
103	18	6	1467	0	0	0	0	0	0	34	34	34	34
130	19	5	5989	0	0	0	2	0	0	0	0	0	2
136	20	7	5980	3	2	2	6	0	0	0	0	0	13
231	19	6	5989	4	0	0	8	0	0	0	0	0	12
458	1	2	1458	1	27	0	6	0	0	28	28	71	12
528	5	2	5817	14	21	0	12	0	0	0	0	0	53
529	4	1	1474	0	0	0	17	0	0	0	0	0	14
534	10	1	1451	0	0	0	9	0	0	56	56	56	56
539	413	1	5805	0	0	0	31	0	0	0	0	0	31
544	7	2	5977	18	12	0	34	0	0	4	4	69	69
549	6	1	1432	2	17	0	23	0	0	0	0	0	42
554	8	1	1427	0	0	0	20	0	0	0	0	0	20
603	422	1	1473	0	0	0	45	0	0	0	0	0	45
604	441	1	5978	0	0	0	39	0	0	0	0	0	39
605	433	2	1470	0	0	0	23	0	0	2	2	29	29
617	9	2	5807	10	47	0	51	0	0	0	0	0	108
620	12	1	1461	0	0	0	60	7	0	0	0	0	67
623	11	1	5976	0	0	0	26	0	0	24	24	26	26
629	480	1	5804	0	0	0	0	0	0	0	0	0	24
631	482	1	1472	0	0	0	19	0	0	24	24	46	46
631	410	2	1447	14	17	0	26	0	0	0	0	0	57
631	441	2	5978	0	0	0	27	0	0	0	0	0	43
632	3	2	5981	0	0	0	43	1	1	0	0	0	44
636	4	2	1474	0	0	0	0	0	0	0	0	0	1
641	4	3	1474	0	0	0	3	0	0	0	0	0	19
643	8	2	1427	0	0	0	16	0	0	0	0	0	19
644	412	2	5815	10	35	0	50	0	0	8	8	70	70
645	446	1	1434	0	0	0	44	0	0	0	0	0	89
653	444	2	1418	17	23	0	60	0	0	0	0	0	60
706	430	2	1436	0	0	0	64	0	0	40	40	161	161
712	11	2	5976	8	15	0	90	0	0	1	1	106	106
720	6	3	1432	20	40	0	10	0	0	0	0	0	93
731	9	3	5807	0	0	0	30	0	0	1	1	101	101
735	464	1	1460	0	0	0	77	0	0	0	0	0	77
736	4	4	1474	0	0	0	58	0	0	0	0	0	58
738	446	2	1434	0	0	0	87	0	0	2	2	93	93
740	477	2	5808	15	48	0	30	0	0	0	0	0	30

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ORIGIN ZONE:	03	03	03	02	02	01	01	01	TO
DEST ZONE:	03	02	01	02	01	02	01	01	TL
START RUN TRIP# BUS #									
742 433 4 1470	0	0	0	19	14	0	6	39	
743 461 2 1429	0	0	0	54	10	0	4	68	
757 412 3 5815	0	0	0	38	0	0	0	38	
800 441 4 5978	0	0	0	36	0	0	0	36	
807 2 4 5997	0	20	0	8	0	0	4	32	
811 9 4 5807	0	0	0	15	3	0	0	18	
815 5 4 5817	4	19	0	19	0	0	0	42	
819 10 1 1451	0	0	0	48	0	0	2	50	
825 464 2 1460	0	0	0	39	0	0	3	42	
828 425 3 5411	0	0	0	0	5	0	15	20	
829 4 5 1474	0	0	0	20	18	0	0	38	
830 410 4 1447	0	0	0	0	0	0	31	31	
834 446 3 1434	0	0	0	67	0	0	2	67	
836 412 4 5815	0	0	0	26	5	0	0	33	
845 7 4 5977	8	17	0	21	0	0	6	52	
849 441 5 5978	0	0	0	34	0	0	0	34	
859 3 4 5981	1	20	0	15	0	0	0	37	
912 5 5 5817	0	0	0	47	0	0	0	47	
913 471 2 1476	2	9	0	18	0	0	0	29	
922 446 4 1434	0	0	0	167	35	11	27	240	
926 4 6 1474	0	0	0	7	4	0	1	10	
931 12 4 1461	0	5	1	33	0	0	0	39	
934 433 6 1470	0	0	0	26	3	0	0	29	
939 10 3 1451	0	0	0	13	0	0	76	76	
942 8 2 1427	0	0	0	15	1	0	11	25	
944 1 5 1458	6	13	0	15	0	0	0	34	
1004 5 6 5817	0	0	0	15	0	0	0	15	
1008 6 5 1432	7	24	0	44	0	0	0	75	
1011 7 7 1474	0	0	0	0	0	0	33	33	
1027 9 6 5807	4	17	1	29	8	0	3	62	
1030 12 5 1461	0	0	0	29	0	0	0	29	
1043 7 6 5977	0	0	0	54	7	7	7	68	
1057 4 8 1474	0	0	0	0	8	0	0	8	
1058 12 6 1461	0	0	0	18	4	0	0	22	
1116 3 6 5981	4	22	1	32	1	0	0	60	
1120 12 6 1461	0	0	0	35	1	0	0	36	
1133 4 9 1474	0	0	0	21	1	0	0	22	
1139 8 4 1427	0	0	0	45	7	0	6	58	
1144 5 8 5817	8	15	1	33	10	0	5	72	
1146 14 1 6000	0	0	0	41	0	0	0	41	
1205 6 7 1432	9	23	0	47	0	0	0	79	

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ORIGIN ZONE:	03	03	03	02	02	01	01	01	TL
DEST ZONE:	03	02	01	02	01	02	01	01	

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START	RUN	TRIP#	BUS #														
1214	4	10	1474	0	0	0	37	6	0	0	4	47					
1216	13	2	5820	2	16	0	24	0	0	0	0	42					
1224	15	1	5823	0	0	0	0	2	0	55	57						
1237	11	1	1433	77	32	0	0	0	0	0	109						
1258	436	1	1454	0	0	0	37	0	0	0	37						
1300	7	8	5977	9	0	0	70	4	0	0	105						
1304	9	8	5807	1	19	0	69	17	0	6	119						
1330	8	6	1427	0	0	0	64	9	0	1	74						
1340	14	3	6000	0	17	0	28	0	0	0	53						
1342	436	2	1454	6	0	2	37	0	0	0	48						
1402	15	2	5823	0	0	0	14	11	0	0	16						
1407	439	2	1462	0	0	0	48	2	0	0	56						
1409	451	1	1482	0	0	0	0	8	0	0	55						
1415	412	1	5811	0	0	0	42	0	0	4	71						
1418	12	7	1461	0	0	0	1	1	0	1	2						
1419	12	7	1461	0	0	0	51	0	0	0	52						
1427	441	1	1473	0	0	0	27	7	0	7	41						
1434	430	2	1445	0	0	0	60	17	0	7	84						
1435	421	1	1438	0	0	0	26	23	0	0	53						
1443	13	4	5820	9	0	0	71	22	0	1	122						
1443	15	3	5823	0	16	0	62	16	0	0	78						
1445	15	2	1482	0	0	0	0	0	0	42	42						
1448	451	2	1482	0	0	0	0	0	0	0	42						
1453	417	2	5812	0	0	0	38	20	0	1	59						
1507	463	2	1436	0	0	0	76	19	0	3	98						
1516	462	1	1490	0	0	0	39	17	0	0	80						
1525	467	2	1443	4	17	0	0	0	0	21	21						
1527	420	2	5810	1	1	0	42	16	0	0	66						
1530	471	1	1437	0	0	0	68	0	0	2	68						
1542	458	1	1425	0	0	0	57	9	0	0	68						
1544	16	2	1471	0	0	0	55	29	0	0	84						
1553	425	1	5818	0	0	0	60	0	0	0	60						
1555	447	2	5983	12	19	0	48	12	0	0	95						
1555	436	4	1454	0	0	0	33	10	0	2	45						
1558	12	4	1461	0	0	0	2	7	0	0	9						
1559	412	2	5811	0	0	0	42	0	0	0	42						
1601	444	2	1458	0	0	0	40	0	0	5	75						
1613	439	2	1458	0	0	0	71	30	0	4	82						
1622	421	4	1438	0	0	0	40	7	0	4	86						
1629	471	2	1438	0	0	0	40	46	0	0	86						
1636	412	2	1437	0	0	0	28	19	0	0	47						
1641	417	3	5811	0	0	0	57	0	0	0	57						
1641	417	4	5812	0	0	0	47	0	0	0	47						
1643	14	5	6000	6	0	0	35	46	0	0	87						

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ORIGIN ZONE:	03	03	03	02	02	01	01	01	01	TL
DEST ZONE:	03	02	01	02	01	02	01	01		

START RUN	TRIP#	BUS #	03	03	03	02	02	01	01	01	TL
1657	425	2 5818	0	0	0	56	21	0	0	0	77
1657	451	4 1433	0	0	0	0	0	1	1	1	1
1703	430	4 1445	9	23	3	39	31	0	3	108	
1708	361	4 5810	0	0	0	0	20	0	0	20	
1713	441	3 1473	11	17	2	16	22	0	4	72	
1715	474	3 1427	0	0	0	4	1	0	9	14	
1720	17	1 1453	0	0	0	20	23	0	1	44	
1722	13	6 5820	0	0	0	63	9	0	0	63	
1728	446	2 5807	5	24	0	68	9	0	9	115	
1732	458	2 1425	0	0	0	2	6	0	5	13	
1736	15	4 5823	0	0	0	37	3	0	0	40	
1739	436	6 1454	0	0	0	7	6	0	0	13	
1745	444	4 1458	0	0	0	10	14	0	1	25	
1746	16	4 1471	0	0	0	25	13	0	1	39	
1807	447	4 1471	0	0	0	27	0	0	0	27	
1810	462	4 1490	6	18	0	24	11	0	2	68	
1821	475	4 1446	0	0	0	68	24	0	0	92	
1826	15	5 5823	0	0	0	51	0	0	0	51	
1829	18	2 1457	6	13	5	91	0	1	0	116	
1829	458	3 1425	0	0	0	0	1	0	0	1	
1833	463	6 1436	0	0	0	24	2	0	4	30	
1850	474	5 1427	13	16	0	36	45	0	3	113	
1910	471	4 1437	7	13	1	38	24	0	5	88	
1915	17	3 1453	0	0	0	18	18	0	0	36	
1930	16	6 1471	0	0	0	8	8	0	0	16	
1946	15	6 5823	0	0	0	31	2	0	0	33	
2010	475	6 1446	0	0	0	31	27	0	12	70	
2012	20	1 5989	5	7	0	30	0	0	0	42	
2059	18	4 1457	14	12	2	49	0	3	3	80	
2101	16	7 1471	0	0	0	29	15	0	0	44	
2125	19	2 5978	1	8	2	42	0	1	1	54	
2132	474	7 1427	0	0	0	5	11	0	36	52	
2157	20	3 5989	11	0	0	33	3	0	0	47	
2212	17	5 1453	1	25	3	12	21	0	0	62	
2311	18	6 1457	0	0	0	45	2	0	0	47	

TOTAL: 484 846 65 5068 1138 17 821 8439

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ORIGIN ZONE: 01
DEST ZONE: 01 02 03 01 02 02 02 03 03 03 TL

START	RUN	TRIP#	BUS #	01	02	03	01	02	02	02	03	03	TL
52	20	6	5980	0	0	0	0	0	0	0	3	0	3
248	20	8	5980	2	0	0	1	0	7	7	0	0	10
406	1	1	1458	0	0	0	0	0	7	1	1	8	16
407	5	1	5817	1	0	0	0	0	8	6	4	39	39
433	7	1	5977	0	0	0	0	0	40	5	27	72	72
452	2	1	5997	1	0	0	1	0	31	0	0	46	46
508	9	1	5807	10	20	4	0	0	19	31	6	82	82
510	412	1	5815	2	20	0	0	0	22	15	9	76	76
512	410	1	1447	5	9	0	0	0	21	0	7	42	42
540	3	1	5981	0	0	0	0	0	10	0	0	25	25
549	2	2	5997	19	1	0	0	0	1	0	0	21	21
550	444	1	1418	0	0	0	0	1	22	17	3	48	48
558	477	1	5808	0	0	0	0	0	35	15	15	65	65
604	430	1	1436	8	13	0	0	0	37	0	0	58	58
621	1	3	1458	2	24	5	0	0	20	32	1	84	84
624	413	2	5805	23	15	0	0	0	2	0	0	40	40
631	2	3	5997	0	41	4	0	0	43	3	8	99	99
636	481	1	1490	17	13	2	0	0	53	18	6	109	109
638	5	3	5817	4	8	1	0	0	15	13	11	52	52
640	465	1	1449	8	26	0	0	0	24	0	0	58	58
641	6	2	1432	0	0	0	0	0	14	6	0	20	20
643	461	1	1429	7	17	0	0	0	40	0	0	89	89
648	433	3	1470	5	4	0	0	0	90	0	0	49	49
656	445	1	1419	14	1	0	0	0	0	0	0	105	105
656	467	1	1467	51	50	0	0	0	0	0	0	104	104
703	7	3	5977	21	36	3	0	0	0	13	4	128	128
704	426	2	5804	13	13	0	0	0	15	0	0	82	82
710	480	3	5805	65	2	0	0	3	81	0	0	132	132
711	413	3	5981	4	44	0	0	0	27	7	3	91	91
721	3	3	1458	11	43	1	0	0	9	58	0	68	68
724	1	1	1476	0	0	0	0	0	28	16	37	124	124
732	471	3	1472	10	33	0	0	0	0	0	0	28	28
734	482	2	1447	93	1	0	0	0	0	0	0	28	28
754	410	3	1461	27	1	0	0	1	43	7	20	105	105
804	12	3	1490	11	23	0	0	0	16	9	7	52	52
815	481	2	1427	7	13	0	0	0	30	0	0	31	31
826	8	1	1470	0	12	0	0	0	54	0	0	77	77
838	433	5	1429	11	34	0	0	0	6	0	0	50	50
839	461	3	1458	10	0	0	0	0	28	0	14	70	70
843	1	4	1451	0	1	0	0	0	21	0	0	24	24
857	10	2	5807	2	45	0	0	0	35	0	7	130	130
858	9	5	5807	20	1	2	0	0	21	0	0	130	130

LINE: 1

DIRECTION: OU

TRIP DATE: 09/20/12

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ORIGIN ZONE: 01 01 01 02 02 02 03 03 03 03 TL
DEST ZONE: 01 02 03 01 02 03 02 03 03 TL

START	RUN	TRIP#	BUS #	01	02	03	01	02	02	03	03	03	TL
904	6	4	1432	0	2	1	0	7	2	0	0	12	
905	467	2	1467	6	33	1	0	0	0	0	0	40	
912	425	4	5411	37	2	0	0	0	0	0	0	39	
919	11	3	5976	36	9	5	0	0	0	0	0	50	
950	7	5	5977	17	20	0	0	52	0	0	0	89	
1004	3	5	5981	3	23	0	0	53	8	0	0	87	
1034	5	7	5817	0	0	0	0	30	21	7	7	66	
1037	8	3	1427	0	33	0	0	30	0	0	0	66	
1040	10	4	1451	0	0	0	0	20	0	0	0	46	
1054	13	1	5820	0	0	0	0	44	20	7	7	71	
1112	6	6	1432	0	0	0	0	43	27	1	1	71	
1135	7	7	5977	15	27	0	0	33	15	16	16	106	
1142	9	7	5807	0	24	0	0	9	16	7	7	58	
1158	10	5	1451	60	11	0	0	0	0	0	0	71	
1228	8	5	1427	12	19	0	0	31	0	0	0	62	
1240	14	2	6000	91	4	0	0	0	0	0	0	95	
1257	439	1	1462	0	10	0	0	14	0	0	0	24	
1303	6	8	1432	0	0	0	0	52	24	4	4	80	
1331	10	6	1451	35	25	0	0	9	0	0	0	69	
1337	430	1	1445	5	4	0	0	39	0	0	0	48	
1341	417	1	5812	0	10	0	0	0	17	0	0	10	
1342	13	3	5820	0	0	0	0	58	0	5	5	80	
1406	463	1	1436	18	11	0	0	51	0	0	0	53	
1407	402	1	5997	36	17	0	0	19	0	0	0	33	
1407	417	1	5812	7	7	0	0	0	0	0	0	33	
1407	420	1	5810	56	16	0	0	0	0	0	0	72	
1408	462	1	1490	0	0	0	0	20	0	10	0	65	
1419	11	2	1433	69	22	5	0	0	35	0	0	96	
1420	16	1	1471	7	11	0	0	79	0	0	0	97	
1421	444	1	1458	5	6	0	0	36	0	0	0	47	
1433	447	1	5983	5	0	0	0	43	33	13	13	89	
1434	419	1	5816	0	3	0	0	14	0	0	0	22	
1458	436	3	1454	5	6	0	0	26	0	0	0	37	
1504	14	4	6000	15	7	0	0	38	43	0	0	103	
1515	12	8	1461	41	4	0	0	0	0	0	0	45	
1517	439	3	1462	13	3	0	0	89	0	0	0	105	
1528	2	3	1336	0	0	34	0	59	0	1	1	107	
1538	446	1	5807	0	2	0	0	8	10	26	26	46	
1538	430	3	1445	11	6	3	0	6	4	11	11	41	
1542	451	3	1482	22	6	0	0	0	0	0	0	28	
1547	475	1	1446	2	3	0	0	14	0	0	0	19	
1549	441	2	1473	1	3	0	0	35	52	3	3	94	

LINE: 6
DIRECTION: IN
TRIP DATE: 09/11/12

FROM 09/11/12 TO 09/11/12
0001A - 1159P

ORIGIN ZONE: 01 TO
DEST ZONE: 01 TL

START	RUN	TRIP#	BUS #	9	9
524	280	1	5403	3	3
559	280	2	5403	29	29
603	280	1	5699	9	9
620	280	3	5403	19	19
632	280	2	5735	7	7
632	280	1	5699	18	18
636	281	1	5312	17	17
642	280	4	5403	16	16
700	280	2	5735	17	17
702	280	2	5403	17	17
709	280	3	5699	41	41
710	281	1	5312	14	14
726	280	2	5735	62	62
727	280	3	5403	28	28
732	281	3	5312	24	24
749	280	4	5699	16	16
801	280	7	5403	35	35
807	281	4	5312	32	32
809	281	5	5699	25	25
821	280	4	5735	8	8
840	280	6	5699	14	14
844	281	5	5735	27	27
845	281	5	5312	41	41
845	280	8	5403	5	5
907	280	9	5403	11	11
911	280	6	5735	21	21
918	281	7	5699	32	32
921	281	6	5312	2	2
930	280	10	5403	13	13
938	281	7	5312	11	11
951	281	7	5735	30	30
957	281	8	5699	11	11
958	281	8	5312	8	8
1013	281	9	5699	13	13
1025	280	8	5735	15	15
1057	280	9	5735	23	23
1059	280	10	5699	12	12
1121	280	11	5699	5	5
1126	280	10	5735	16	16
1159	280	12	5699	16	16
1200	280	11	5735	48	48
1231	280	13	5699	12	12

LINE: 6
DIRECTION: IN
TRIP DATE: 09/11/12

FROM 09/11/12 TO 09/11/12
0001A - 1159P

ORIGIN ZONE: 01 TO
DEST ZONE: 01 TL

START	RUN	TRIP#	BUS #		
1233	2	12	5735	34	34
1259	1	14	5699	10	10
1306	2	13	5735	20	20
1320	1	15	5699	5	5
1344	282	1	5701	9	9
1357	2	14	5715	51	51
1422	282	2	5701	17	17
1425	283	1	5705	34	34
1428	285	1	5732	34	34
1434	3	1	5737	22	22
1449	282	3	5701	49	49
1459	283	2	5705	7	7
1520	283	3	5705	17	17
1527	3	2	5737	12	12
1532	282	4	5701	16	16
1547	283	4	5705	18	18
1548	3	3	5737	5	5
1549	285	2	5732	27	27
1608	282	5	5701	69	69
1616	3	1	5737	16	16
1618	284	4	5736	16	16
1620	283	5	5705	5	5
1629	285	3	5732	46	46
1639	3	5	5737	8	8
1645	283	6	5705	11	11
1651	282	6	5701	23	23
1655	284	2	5736	42	42
1707	3	6	5737	19	19
1709	283	7	5705	5	5
1725	282	7	5701	22	22
1734	283	8	5705	11	11
1736	3	7	5737	5	5
1743	284	3	5736	17	17
1750	285	4	5732	15	15
1810	283	8	5737	26	26
1810	283	9	5705	7	7
1811	285	5	5732	4	4
1825	284	4	5736	14	14
1832	285	6	5732	21	21
1839	3	9	5737	14	14
1843	284	5	5736	2	2
1850	283	10	5705	20	20

LINE: 6
DIRECTION: IN
TRIP DATE: 09/11/12

FROM 09/11/12 TO 09/11/12
0001A - 1159P

ORIGIN ZONE: 01 TO
DEST ZONE: 01 TL

START	RUN	TRIP#	BUS #		
1905	284	6	5736	5	5
1913	285	7	5732	12	12
1919	3	10	5737	16	16
1947	285	8	5732	19	19
1947	3	11	5737	14	14
2023	3	12	5737	35	35
2100	3	14	5737	3	3
2133	3	15	5737	22	22
2201	3	16	5737	9	9
2223	3	17	5737	13	13
TOTAL:				1788	1788
TOTAL TRIPS:				94	

LINE: 6
DIRECTION: IN
TRIP DATE: 09/20/12

FROM 09/20/12 TO 09/20/12
0001A - 1159P

ORIGIN ZONE: 01 TO
DEST ZONE: 01 TL

START	RUN	TRIP#	BUS #				
535	280	1	5716	8	8		
600	1	1	5715	24	24		
602	280	2	5716	5	5		
622	2	1	5713	24	24		
623	280	3	5716	14	14		
627	1	2	5715	10	10		
640	281	1	5718	22	22		
646	280	4	5716	10	10		
658	1	3	5715	37	37		
700	2	2	5713	14	14		
701	280	5	5716	23	23		
711	281	2	5718	14	14		
725	280	6	5716	25	25		
733	281	3	5718	36	36		
735	2	3	5713	59	59		
741	1	4	5715	12	12		
803	280	1	5716	24	24		
806	281	4	5718	24	24		
817	2	4	5713	17	17		
830	1	6	5715	24	24		
835	2	5	5713	24	24		
841	281	5	5718	36	36		
845	280	8	5716	7	7		
903	280	9	5716	12	12		
909	2	6	5713	14	14		
913	1	7	5715	32	32		
920	281	6	5718	7	7		
927	280	10	5716	7	7		
938	281	7	5718	20	20		
953	2	7	5713	28	28		
958	1	8	5715	8	8		
1003	281	8	5718	18	18		
1015	1	9	5715	8	8		
1022	2	8	5713	19	19		
1051	2	9	5713	28	28		
1102	1	10	5715	15	15		
1120	2	10	5713	12	12		
1120	1	11	5715	7	7		
1151	2	11	5713	26	26		
1200	1	12	5715	17	17		
1222	2	12	5713	29	29		

LINE: 6
DIRECTION: IN
TRIP DATE: 09/20/12

FROM 09/20/12 TO 09/20/12
0001A - 1159P

ORIGIN ZONE: 01 TO
DEST ZONE: 01 TL

START	RUN	TRIP#	BUS #	11	11
1222	1	13	5715	22	22
1254	2	13	5713	7	7
1302	1	14	5715	7	7
1318	1	15	5715	30	30
1325	2	14	5713	12	12
1338	282	15	5725	21	21
1359	2	15	5713	7	7
1423	282	2	5725	21	21
1425	283	1	5737	10	10
1425	285	1	5715	40	40
1425	2	16	5713	27	27
1446	3	1	5707	31	31
1448	282	3	5725	6	6
1459	283	2	5737	30	30
1506	285	2	5715	15	15
1522	282	4	5725	7	7
1527	283	3	5737	8	8
1529	3	2	5707	16	16
1547	3	3	5707	22	22
1551	285	3	5715	37	37
1551	283	4	5737	39	39
1601	282	5	5725	18	18
1615	3	4	5707	29	29
1625	284	1	5389	60	60
1626	285	4	5715	11	11
1639	283	6	5737	9	9
1641	3	5	5707	23	23
1654	282	6	5725	43	43
1655	284	2	5389	12	12
1707	3	6	5707	5	5
1709	283	7	5737	27	27
1724	282	7	5725	23	23
1737	283	8	5737	4	4
1740	3	7	5707	7	7
1742	284	3	5389	7	7
1753	285	5	5715	22	22
1807	3	8	5707	5	5
1809	285	6	5715	9	9
1817	283	9	5737	5	5
1819	284	4	5389	10	10
1830	285	7	5715	2	2
1842	284	5	5389		

LINE: 6
DIRECTION: IN
TRIP DATE: 09/20/12

FROM 09/20/12 TO 09/20/12
0001A - 1159P

ORIGIN ZONE: 01 TO
DEST ZONE: 01 TL

START	RUN	TRIP#	BUS #		
1842	3	9	5707	9	9
1849	283	10	5737	15	15
1907	285	8	5715	5	5
1909	284	6	5389	11	11
1918	3	10	5707	29	29
1946	285	9	5715	15	15
1953	3	11	5707	14	14
2024	3	12	5707	30	30
2053	3	13	5707	8	8
2116	3	14	5707	10	10
2150	3	15	5707	21	21
2219	3	16	5707	23	23

TOTAL: 1779 1779
TOTAL TRIPS: 96

LINE: 80
DIRECTION: IN
TRIP DATE: 09/11/12

FROM 09/11/12 TO 09/11/12
0001A - 1159P

ORIGIN ZONE: 01 TO
DEST ZONE: 01 TL

START	RUN	TRIP#	BUS #		
24	10	10	5705	14	14
408	260	1	5256	28	28
454	1	1	5705	38	38
458	260	2	5256	10	10
535	207	1	5400	27	27
542	1	2	5705	4	4
548	260	3	5256	58	58
556	217	1	5392	45	45
609	214	1	5390	47	47
621	207	2	5400	41	41
625	2	1	5710	45	45
629	1	3	5705	26	26
633	260	4	5256	18	18
636	236	1	5731	16	16
637	3	1	5737	86	86
637	4	1	5723	58	58
643	208	1	5241	55	55
646	5	1	5404	32	32
647	242	1	5701	27	27
648	217	2	5392	25	25
649	239	2	5720	102	102
704	214	2	5390	25	25
706	219	1	5394	70	70
710	207	3	5400	73	73
717	6	1	5263	58	58
718	263	1	5717	84	84
719	248	1	5739	101	101
720	2	2	5710	33	33
723	260	6	5256	44	44
725	215	1	5266	63	63
727	217	3	5392	25	25
733	1	4	5705	21	21
734	268	1	5733	4	4
735	208	2	5241	70	70
736	265	1	5254	45	45
736	5	2	5404	52	52
737	3	2	5737	37	37
738	241	2	5389	61	61
742	4	2	5723	28	28
743	236	2	5731	25	25
748	242	2	5701	70	70
750	214	3	5390	78	78

LINE: 80
DIRECTION: IN
TRIP DATE: 09/11/12

FROM 09/11/12 TO 09/11/12
0001A - 1159P

ORIGIN ZONE: 01 TO
DEST ZONE: 01 TL

START	RUN	TRIP#	BUS #	58	58
800	268	1	5258	47	47
804	1	5	5705	32	32
817	207	4	5400	62	62
818	260	7	5256	95	95
825	2	3	5710	35	35
826	248	2	5739	33	33
829	226	1	5732	56	56
829	239	2	5720	54	54
838	3	3	5737	46	46
845	4	3	5723	38	38
846	263	2	5717	14	14
847	268	2	5258	25	25
849	242	3	5701	23	23
851	6	2	5263	13	13
916	260	8	5256	35	35
918	5	3	5404	57	57
919	1	6	5705	16	16
933	2	4	5710	86	86
941	6	3	5263	27	27
943	3	4	5737	13	13
956	4	4	5723	52	52
1015	5	4	5404	85	85
1024	3	5	5737	29	29
1024	1	7	5705	42	42
1026	2	5	5710	107	107
1054	6	4	5263	10	10
1055	4	5	5723	21	21
1108	5	5	5404	34	34
1110	2	6	5710	50	50
1116	1	8	5705	29	29
1136	3	6	5737	44	44
1153	6	5	5263	31	31
1158	5	6	5404	78	78
1200	2	7	5710	24	24
1218	1	9	5705	44	44
1223	3	7	5737	10	10
1242	6	6	5263	46	46
1248	5	7	5404	37	37
1300	4	6	5723	51	51
1305	216	1	5702	45	45
1306	2	8	5710	45	45
1315	234	1	5244		

LINE: 80
DIRECTION: IN
TRIP DATE: 09/11/12

FROM 09/11/12 TO 09/11/12
0001A - 1159P

ORIGIN ZONE: 01 TO
DEST ZONE: 01 TL

START	RUN	TRIP#	BUS #		
1332	3	8	5737	66	66
1338	6	7	5263	39	39
1339	7	1	5729	16	16
1351	5	8	5404	15	15
1401	4	7	5723	34	34
1402	244	1	5717	40	40
1405	216	2	5702	73	73
1409	222	1	5710	23	23
1410	255	1	5741	28	28
1413	203	1	5714	30	30
1422	241	1	5257	53	53
1426	234	2	5244	80	80
1427	212	1	5719	44	44
1429	5	9	5404	30	30
1433	6	8	5263	32	32
1437	7	2	5729	28	28
1444	219	1	5720	36	36
1445	226	1	5700	72	72
1449	236	1	5721	13	13
1450	8	1	5711	56	56
1458	255	2	5741	65	65
1509	207	1	5713	91	91
1511	244	2	5717	33	33
1512	222	2	5710	33	33
1520	214	1	5268	82	82
1521	212	2	5719	27	27
1525	233	1	5398	70	70
1528	234	3	5244	11	11
1530	236	1	5721	7	7
1534	203	2	5714	3	3
1535	223	1	5310	27	27
1535	7	3	5729	13	13
1538	8	2	5711	13	13
1540	219	2	5720	52	52
1554	226	2	5700	61	61
1557	222	3	5710	28	28
1559	234	4	5244	32	32
1604	9	1	5396	39	39
1609	216	3	5702	77	77
1612	241	2	5257	68	68
1612	203	4	5714	26	26
1617	212	3	5719	20	20

LINE: 80
DIRECTION: IN
TRIP DATE: 09/11/12

FROM 09/11/12 TO 09/11/12
0001A - 1159P

ORIGIN ZONE: 01 TO
DEST ZONE: 01 TL

START	RUN	TRIP#	BUS #		
1622	8	3	5711	15	15
1624	233	2	5398	33	33
1637	7	4	5729	8	8
1638	234	5	5244	17	17
1644	219	3	5720	88	88
1645	207	2	5713	70	70
1649	242	1	5389	74	74
1649	212	4	5719	35	35
1701	222	4	5710	37	37
1701	203	5	5714	20	20
1702	216	4	5702	86	86
1703	226	3	5700	15	15
1707	9	2	5396	58	58
1713	244	4	5717	18	18
1718	223	2	5735	10	10
1727	10	1	5706	46	46
1729	234	6	5244	20	20
1735	226	4	5700	27	27
1736	203	6	5714	5	5
1739	219	4	5720	16	16
1748	7	5	5729	32	32
1749	244	5	5717	34	34
1758	8	4	5711	37	37
1759	212	5	5719	37	37
1806	219	5	5720	58	58
1808	9	3	5396	27	27
1810	222	6	5710	27	27
1817	232	2	5394	34	34
1819	10	2	5706	32	32
1821	242	2	5389	53	53
1823	226	5	5700	27	27
1827	223	3	5735	42	42
1831	244	6	5717	18	18
1839	234	7	5244	59	59
1856	9	4	5396	43	43
1858	7	6	5729	25	25
1909	10	3	5706	10	10
1921	8	5	5711	26	26
1922	242	3	5389	54	54
1922	244	7	5717	32	32
1946	7	7	5729	62	62
1952	9	5	5396	34	34

LINE: 80
DIRECTION: IN
TRIP DATE: 09/11/12

FROM 09/11/12 TO 09/11/12
0001A - 1159P

ORIGIN ZONE: 01 TO
DEST ZONE: 01 TL

START	RUN	TRIP#	BUS #	25	25
1953	10	4	5706	25	25
2004	8	6	5711	55	55
2035	10	5	5706	28	28
2036	7	8	5729	29	29
2047	9	6	5396	39	39
2055	8	7	5711	6	6
2117	10	6	5706	31	31
2130	9	7	5396	56	56
2141	8	8	5711	43	43
2207	10	7	5706	18	18
2250	10	8	5706	33	33
2257	9	8	5396	16	16
2336	10	9	5706	3	3
2339	9	9	5396	36	36

TOTAL: 7236 7236
TOTAL TRIPS: 182

LINE: 80
DIRECTION: IN
TRIP DATE: 09/17/12

FROM 09/17/12 TO 09/17/12
0001A - 1159P

ORIGIN ZONE: 01 TO
DEST ZONE: 01 TL

START	RUN	TRIP#	BUS #				
415	260	1	5401	25	25		
455	260	2	5401	8	8		
456	1	1	5714	52	52		
504	207	1	5264	25	25		
536	260	3	5401	77	77		
537	1	2	5714	9	9		
558	217	1	5252	43	43		
600	214	1	5260	51	51		
610	207	2	5264	37	37		
617	2	1	5715	57	57		
628	1	3	5714	33	33		
634	236	1	5702	9	9		
635	208	1	5396	21	21		
637	4	1	5737	90	90		
638	260	4	5401	43	43		
642	217	2	5252	12	12		
643	3	1	5711	69	69		
644	239	1	5700	96	96		
646	242	1	5740	34	34		
647	5	1	5727	37	37		
658	236	2	5702	44	44		
659	207	3	5264	43	43		
707	219	1	5400	111	111		
710	214	2	5260	49	49		
711	208	2	5396	44	44		
715	263	1	5739	66	66		
716	6	1	5731	57	57		
716	1	4	5714	22	22		
719	248	1	5735	74	74		
719	2	2	5715	43	43		
725	217	3	5252	73	73		
727	265	1	5723	75	75		
729	215	1	5249	50	50		
731	3	2	5711	47	47		
738	241	2	5704	51	51		
741	268	1	5402	32	32		
742	4	2	5737	26	26		
754	207	4	5264	16	16		
758	5	2	5727	39	39		
759	214	3	5260	31	31		
800	242	2	5740	131	131		
801	260	5	5401	25	25		

LINE: 80
DIRECTION: IN
TRIP DATE: 09/17/12

FROM 09/17/12 TO 09/17/12
0001A - 1159P

ORIGIN ZONE: 01 TO
DEST ZONE: 01 TL

START	RUN	TRIP#	BUS #	67	67
809	1	5	5714	37	37
811	239	2	5700	25	25
820	2	3	5715	39	39
829	226	1	5707	17	17
830	268	2	5402	42	42
831	263	2	5739	72	72
834	248	2	5735	11	11
842	6	2	5731	52	52
844	3	3	5711	49	49
850	4	3	5737	28	28
859	260	6	5401	26	26
906	5	3	5727	72	72
923	1	6	5714	31	31
927	2	4	5715	49	49
939	6	3	5731	35	35
943	3	4	5711	56	56
957	5	4	5727	45	45
1005	2	5	5715	38	38
1020	1	7	5714	87	87
1032	3	5	5711	42	42
1033	4	4	5737	24	24
1037	6	4	5731	40	40
1049	5	5	5727	62	62
1116	2	6	5715	63	63
1118	1	8	5714	46	46
1137	6	5	5731	47	47
1137	3	6	5711	19	19
1145	4	5	5737	53	53
1152	5	6	5727	63	63
1216	2	7	5715	55	55
1218	1	9	5714	20	20
1236	6	6	5731	109	109
1237	3	7	5711	22	22
1238	4	6	5737	62	62
1250	5	7	5727	53	53
1301	234	1	5699	56	56
1311	2	8	5715	50	50
1312	216	1	5401	35	35
1337	6	7	5731	44	44
1342	7	1	5726	27	27
1343	5	8	5727	49	49
1350	4	7	5737		

LINE: 80
DIRECTION: IN
TRIP DATE: 09/17/12

FROM 09/17/12 TO 09/17/12
0001A - 1159P

ORIGIN ZONE: 01 TO
DEST ZONE: 01 TL

START	RUN	TRIP#	BUS #	52	52
1351	3	8	5711	36	36
1359	244	1	5716	14	14
1404	216	2	5401	80	80
1415	230	1	5738	31	31
1416	241	1	5261	23	23
1416	255	1	5741	8	8
1424	212	1	5715	53	53
1424	234	2	5699	33	33
1427	219	1	5388	29	29
1427	5	9	5727	65	65
1428	222	1	5700	12	12
1429	6	8	5731	33	33
1435	7	2	5726	75	75
1446	226	1	5392	44	44
1447	236	1	5702	72	72
1449	207	1	5723	75	75
1454	214	1	5276	68	68
1457	8	1	5260	35	35
1458	244	2	5716	62	62
1500	216	3	5401	47	47
1502	255	2	5741	23	23
1514	234	3	5699	44	44
1515	212	2	5715	16	16
1516	222	2	5700	57	57
1532	223	1	5731	19	19
1533	230	2	5738	51	51
1536	7	3	5726	21	21
1541	8	2	5260	53	53
1542	219	2	5388	23	23
1549	234	4	5699	46	46
1554	226	2	5392	51	51
1557	9	1	5734	11	11
1559	222	3	5700	27	27
1601	244	3	5716	38	38
1612	216	4	5401	15	15
1616	212	3	5715	46	46
1619	230	3	5738	45	45
1622	233	2	5245	17	17
1622	234	5	5699	43	43
1627	207	2	5723	41	41
1630	241	2	5261	54	54
1630	241	2	5261	54	54
1632	8	3	5260	54	54

LINE: 80
DIRECTION: IN
TRIP DATE: 09/17/12

FROM 09/17/12 TO 09/17/12
0001A - 1159P

ORIGIN ZONE: 01 TO
DEST ZONE: 01 TL

START	RUN	TRIP#	BUS #	58	58
1636	219	3	5388	26	26
1642	7	4	5726	5	5
1643	244	4	5716	35	35
1646	242	1	5722	25	25
1650	212	4	5715	31	31
1656	230	4	5738	32	32
1659	222	4	5700	94	94
1706	9	2	5734	11	11
1708	226	3	5392	4	4
1715	244	5	5716	26	26
1723	207	3	5723	32	32
1729	10	1	5701	34	34
1731	219	4	5388	29	29
1731	234	6	5699	29	29
1733	223	2	5731	19	19
1734	226	4	5392	21	21
1734	230	5	5738	47	47
1736	7	5	5726	46	46
1751	216	5	5401	36	36
1753	244	6	5716	38	38
1755	8	4	5260	57	57
1758	222	5	5700	36	36
1800	212	5	5715	24	24
1806	219	5	5388	32	32
1811	9	3	5734	17	17
1812	226	5	5392	23	23
1815	242	2	5722	55	55
1818	10	2	5701	16	16
1827	223	3	5731	10	10
1832	244	7	5716	45	45
1837	234	7	5699	25	25
1838	7	6	5726	24	24
1847	232	2	5394	72	72
1901	9	4	5734	15	15
1904	10	3	5701	29	29
1910	242	3	5722	28	28
1913	8	5	5260	12	12
1917	244	8	5716	39	39
1926	7	7	5726	40	40
1948	10	4	5701	21	21
1951	9	5	5734	29	29
2005	8	6	5260		

LINE: 80
DIRECTION: IN
TRIP DATE: 09/17/12

FROM 09/17/12 TO 09/17/12
0001A - 1159P

ORIGIN ZONE: 01 TO
DEST ZONE: 01 TL

START	RUN	TRIP#	BUS #		
2016	7	8	5726	37	37
2031	10	5	5701	29	29
2034	9	6	5734	58	58
2050	8	7	5260	12	12
2119	9	7	5734	18	18
2120	10	6	5701	33	33
2135	8	8	5260	26	26
2201	9	8	5734	36	36
2206	10	7	5701	10	10
2247	9	1	5734	52	52
2249	10	8	5701	31	31
2339	10	9	5701	5	5

TOTAL: 7258 7258
TOTAL TRIPS: 180

BFBABYZN

NJ TRANSIT
FAREBOX PASSENGER COUNT BY TRIP

LINE: 81
DIRECTION: IN
TRIP DATE: 09/12/12

FROM 09/12/12 TO 09/12/12
0001A - 1159p

ORIGIN ZONE: 02
DEST ZONE: 02 01 02 01 TL

START	RUN	TRIP#	BUS #	7	0	0	0	0	0	7
504	2	1	5259	7	0	0	0	0	0	7
529	2	2	5259	3	12	0	0	4	0	19
543	1	1	5261	5	0	0	0	0	0	5
602	1	2	5261	1	9	0	0	20	0	30
603	206	1	5256	1	0	0	0	0	0	1
613	3	1	5721	10	0	0	0	0	0	10
620	206	2	5256	4	24	0	0	2	2	28
630	201	1	5732	0	0	0	0	0	0	2
634	3	2	5721	0	33	0	0	0	34	34
634	222	1	5741	0	5	0	0	38	43	43
645	237	1	5260	10	0	0	0	0	1	11
647	201	2	5732	1	38	0	0	0	0	48
649	4	1	5731	4	24	0	0	0	0	28
653	261	1	5712	0	0	0	0	4	4	4
655	2	4	5259	1	36	0	0	0	0	37
656	233	1	5263	7	0	0	0	0	0	7
703	237	2	5260	63	5	0	0	0	0	68
718	224	1	5245	0	0	0	0	44	44	44
726	266	1	5393	0	0	0	0	6	6	6
728	261	2	5712	16	7	0	0	73	96	96
734	201	3	5732	9	25	0	0	0	0	32
734	206	3	5256	2	24	0	0	0	0	26
740	1	4	5261	4	17	0	0	0	0	21
747	264	2	5252	35	34	0	2	0	0	71
754	266	2	5393	0	12	0	0	23	35	35
801	222	3	5741	0	5	0	0	36	41	41
804	3	4	5721	7	22	0	0	0	29	29
857	2	6	5259	16	7	0	0	20	0	49
859	4	3	5731	4	27	0	0	0	0	31
903	3	5	5721	7	10	0	6	9	9	32
933	1	6	5261	3	9	0	0	9	0	21
1000	3	6	5721	17	12	0	0	0	0	29
1029	4	5	5731	13	7	0	0	20	40	40
1051	2	8	5259	12	4	0	0	22	38	38
1200	3	8	5721	26	18	0	0	0	0	44
1232	4	7	5731	9	6	0	0	17	0	32
1301	1	1	5261	1	0	0	0	0	0	1
1302	2	10	5259	10	8	0	0	0	0	18
1313	1	2	5261	5	6	0	0	12	23	23
1323	224	1	5259	0	0	0	0	14	14	14
1400	3	10	5721	11	4	0	0	0	0	15
1425	238	1	5721	0	0	0	0	18	18	18

BFARBYZN

NJ TRANSIT
FAREBOX PASSENGER COUNT BY TRIP

LINE: 81
DIRECTION: IN
TRIP DATE: 09/12/12

FROM 09/12/12 TO 09/12/12
0001A - 1159P

ORIGIN ZONE: 02 02 01 01 01 TL
DEST ZONE: 02 01 02 01 01 TL

START	RUN	TRIP#	BUS #	02	01	02	01	01	TL	TOTAL
1431	229	1	5402	0	0	0	0	69	69	
1431	4	9	5731	8	9	0	0	0	17	
1446	252	1	5257	0	0	0	0	34	34	
1457	217	1	5731	0	0	0	0	16	16	
1504	224	3	5259	13	6	0	0	12	31	
1527	1	4	5261	14	12	0	0	17	43	
1538	229	2	5402	0	0	0	0	9	9	
1634	217	3	5731	5	7	0	0	11	23	
1646	210	2	5739	1	2	0	0	0	3	
1649	224	5	5259	3	2	0	0	23	28	
1705	229	4	5402	3	6	0	0	0	9	
1707	6	1	5261	8	0	0	0	0	8	
1729	6	2	5261	1	3	0	0	0	4	
1729	239	3	5707	15	0	0	0	17	32	
1737	204	2	5700	2	2	0	0	0	4	
1756	204	2	5242	16	4	0	0	0	20	
1820	5	2	5402	1	4	0	0	0	5	
1853	229	6	5402	1	0	0	0	0	1	
1905	6	4	5261	6	4	0	0	16	26	
1922	239	5	5707	2	0	0	0	0	2	
2038	6	6	5261	4	1	0	0	6	11	
2117	5	6	5242	0	7	0	0	0	7	
2203	6	8	5261	0	5	0	0	18	23	
2245	5	8	5242	9	5	0	0	0	14	
2329	6	10	5261	1	3	0	0	2	6	
TOTAL:				437	532	8	641	1618		

FROM 09/12/12 TO 09/12/12
0001A - 1159P

LINE: 81
DIRECTION: OU
TRIP DATE: 09/12/12

ORIGIN ZONE: 01 01 02 02 TL
DEST ZONE: 01 02 01 02 TL

START	RUN	TRIP#	BUS #	01	02	01	02	TL	TOTAL
6	6	11	5261	3	9	0	1	13	26
606	2	3	5259	11	7	0	2	20	20
650	1	3	5261	8	5	0	4	17	17
711	3	3	5721	1	10	3	37	51	51
718	264	1	5252	0	2	0	8	10	10
723	233	2	5263	0	37	0	13	50	50
747	4	2	5731	17	14	0	12	43	43
757	2	5	5259	23	15	0	1	39	39
824	233	3	5263	0	4	0	19	23	23
838	1	5	5261	11	13	0	7	31	31
940	4	4	5731	11	9	0	7	27	27
959	2	7	5259	10	5	0	6	21	21
1031	1	7	5261	10	2	0	2	14	14
1052	3	7	5721	0	8	0	17	25	25
1123	4	6	5731	3	5	0	8	16	16
1130	1	8	5261	15	4	0	1	20	20
1151	2	9	5259	4	5	0	1	9	9
1232	1	9	5261	0	8	1	19	28	28
1253	3	9	5721	13	8	0	13	34	34
1322	4	8	5731	0	8	0	7	24	24
1349	224	2	5259	26	14	0	7	47	47
1422	1	3	5261	28	9	0	24	61	61
1451	239	1	5707	29	2	0	5	36	36
1500	238	2	5721	0	7	0	44	51	51
1527	210	2	5739	31	4	0	7	42	42
1533	217	2	5731	54	5	0	9	68	68
1552	224	4	5259	15	4	0	1	20	20
1603	229	3	5402	0	18	0	5	23	23
1603	238	3	5721	0	7	0	24	31	31
1631	1	5	5261	44	3	0	4	47	47
1639	204	1	5700	42	12	0	4	58	58
1651	5	1	5242	9	47	0	0	56	56
1652	239	2	5707	0	30	0	3	33	33
1702	238	4	5721	0	30	0	2	32	32
1718	210	3	5739	2	12	0	2	16	16
1732	217	3	5396	0	27	0	6	33	33
1742	224	4	5731	42	15	0	4	61	61
1745	229	6	5259	0	27	0	1	28	28
1748	238	5	5402	33	1	0	5	39	39
1801	6	5	5721	0	4	0	4	8	8
1826	238	6	5721	1	46	0	2	49	49
				0	6	0	33	39	39

LINE: 81
DIRECTION: OU
TRIP DATE: 09/12/12

FROM 09/12/12 TO 09/12/12
0001A - 1159P

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=====
ORIGIN ZONE: 01 01 02 02 02
DEST ZONE: 01 02 01 02 02 TL
=====

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START	RUN	TRIP#	BUS #									
1831	239	4	5707	0	21	0	4	25				
1846	277	4	5396	0	1	0	2	3				
1902	5	3	5242	0	25	0	0	25				
1946	5	4	5242	7	13	0	0	20				
1952	6	5	5261	22	21	0	1	44				
2033	5	5	5242	6	28	0	0	34				
2115	6	7	5261	12	13	0	0	28				
2156	5	7	5242	9	20	0	0	29				
2245	6	9	5261	3	12	0	2	17				
2327	5	9	5242	0	22	0	0	22				
TOTAL:				562	681	4	389	1636				
TOTAL TRIPS:				118								

LINE: 81
 DIRECTION: IN
 TRIP DATE: 09/19/12

FROM 09/19/12 TO 09/19/12
 0001A - 1159P

ORIGIN ZONE: 02 02 01 01 01 TL
 DEST ZONE: 02 01 02 01 01 TL

START	RUN	TRIP#	BUS #										
14	5	10	5701	0	0	0	0	1	1				
509	2	2	5701	9	0	0	0	9	9				
530	2	2	5701	5	14	0	0	24	24				
538	1	1	5721	5	0	0	0	5	5				
601	1	2	5721	0	12	0	0	18	30				
611	222	1	5735	0	0	0	0	2	2				
613	3	1	5709	0	0	0	0	11	11				
629	201	1	5724	0	0	0	0	8	8				
634	222	2	5735	0	6	0	0	34	40				
640	237	1	5275	6	20	0	0	26	26				
647	237	1	5259	0	0	0	0	2	2				
649	201	2	5724	5	41	0	0	60	78				
655	261	1	5708	18	0	0	0	38	38				
657	2	4	5701	6	32	0	0	26	47				
706	237	2	5259	14	7	0	0	5	5				
716	266	1	5704	0	0	0	0	36	43				
721	222	3	5735	0	7	0	0	7	27				
725	3	3	5709	16	4	0	0	46	46				
726	224	1	5256	0	0	0	0	32	32				
731	201	3	5724	5	27	0	0	5	5				
735	264	1	5261	0	0	0	0	1	1				
740	1	4	5721	9	20	0	0	30	30				
751	264	2	5261	21	27	0	0	16	48				
759	266	2	5704	1	6	3	0	26	26				
837	4	3	5275	10	33	0	0	43	43				
848	3	5	5709	17	11	0	0	9	37				
850	2	6	5701	8	12	0	0	13	33				
932	1	6	5721	5	8	0	0	10	23				
1032	4	5	5275	6	4	0	0	21	31				
1047	2	8	5701	6	15	0	0	7	28				
1050	3	7	5709	9	9	0	0	11	25				
1131	1	8	5721	14	9	0	0	3	26				
1159	2	9	5701	13	0	0	0	17	30				
1221	4	7	5275	2	6	0	0	16	24				
1250	3	9	5709	22	6	0	0	4	32				
1258	2	10	5701	9	7	0	0	1	17				
1300	201	1	5721	5	0	0	0	0	5				
1316	201	2	5721	24	0	0	0	0	24				
1321	4	2	5275	0	0	0	0	0	2				
1324	224	1	5701	2	0	0	0	43	43				
1359	224	2	5701	0	7	3	0	22	59				
1416	4	4	5275	16	8	0	0	2	26				

LINE: 81
DIRECTION: IN
TRIP DATE: 09/19/12
FROM 09/19/12 TO 09/19/12
0001A - 1159P

ORIGIN ZONE: 02 02 01 01 01 TL
DEST ZONE: 02 01 02 01 01 TL

START	RUN	TRIP#	BUS #	02	01	02	01	01	TL
1426	238	1	5709	14	0	0	0	0	14
1437	229	1	5395	0	0	0	0	0	54
1454	252	1	5272	35	0	0	0	0	35
1456	217	1	5275	0	0	0	0	0	6
1523	201	4	5721	11	4	0	0	9	24
1542	229	2	5733	0	0	0	0	17	17
1618	217	2	5257	5	0	0	0	0	5
1640	210	2	5737	3	7	0	0	2	12
1640	217	3	5257	2	7	0	0	2	22
1652	224	5	5701	13	4	4	4	6	27
1701	229	4	5733	4	3	0	0	0	7
1708	6	1	5721	15	0	0	0	0	15
1728	6	2	5721	1	3	0	0	0	4
1730	5	1	5722	2	40	0	0	4	46
1735	239	3	5715	14	1	0	0	7	22
1745	224	6	5701	0	35	0	0	3	38
1758	201	4	5708	3	1	0	0	0	4
1823	238	6	5709	41	0	0	0	0	41
1826	245	7	5704	3	0	0	0	0	3
1831	224	7	5701	4	2	0	0	0	6
1853	229	6	5733	3	0	0	0	0	3
1858	6	4	5721	1	11	0	0	4	16
1901	5	3	5722	17	8	0	0	0	25
1922	239	5	5715	3	0	0	0	0	3
1929	238	7	5709	3	0	0	0	0	3
1941	245	9	5704	4	0	0	0	0	4
2032	5	5	5722	20	9	0	0	2	31
2033	6	6	5721	0	3	0	0	5	8
2119	5	6	5722	2	0	0	0	1	3
2158	6	8	5721	4	7	0	0	5	16
2201	5	7	5722	18	15	0	0	0	33
2324	6	10	5721	0	0	0	0	0	3
2331	5	9	5722	10	7	0	0	0	17
TOTAL:				570	524	10	600	1704	

LINE: 81
DIRECTION: OU
TRIP DATE: 09/19/12

FROM 09/19/12 TO 09/19/12
0001A - 1159P

ORIGIN ZONE: 01 01 02 01 02 02 TL
DEST ZONE: 01 02 01 02 02 TL

START	RUN	TRIP#	BUS #	01	01	02	01	02	02	TL
9	6	11	5736	2	8	0	0	0	10	1
603	206	1	5312	0	1	0	0	0	1	1
610	2	3	5701	8	6	0	0	4	18	18
619	206	2	5312	0	28	0	0	0	28	28
633	3	2	5709	5	36	1	0	7	49	49
653	1	3	5721	6	7	0	1	1	14	14
717	233	2	5738	13	43	0	0	0	56	56
723	206	3	5312	0	47	0	0	0	47	47
747	4	2	5275	26	13	0	0	14	53	53
753	2	5	5701	23	10	0	0	1	34	34
801	3	4	5709	13	16	0	0	0	29	29
831	1	5	5721	15	6	0	0	11	32	32
833	233	3	5738	7	4	0	0	15	26	26
933	4	4	5275	9	7	0	0	2	18	18
948	3	6	5709	6	11	0	0	14	31	31
956	2	7	5701	14	8	0	0	0	22	22
1029	1	7	5721	8	8	0	0	5	21	21
1131	4	6	5275	9	6	0	0	9	24	24
1150	3	8	5709	7	9	0	0	19	35	35
1231	1	9	5721	2	2	0	0	3	7	7
1333	4	3	5275	11	9	0	0	8	28	28
1347	3	10	5709	12	13	0	0	2	27	27
1423	201	3	5721	27	8	0	0	24	59	59
1446	239	1	5715	18	1	0	0	3	22	22
1453	224	3	5701	9	9	0	6	13	37	37
1457	238	2	5709	0	13	0	0	20	33	33
1530	210	1	5737	18	6	0	0	8	32	32
1533	217	2	5275	52	8	0	0	0	60	60
1552	224	4	5701	9	6	0	3	23	41	41
1557	238	3	5709	0	9	0	0	28	37	37
1612	229	3	5733	0	23	0	0	3	26	26
1621	201	5	5721	48	3	0	0	0	51	51
1634	239	2	5715	0	26	0	0	2	28	28
1643	201	3	5708	49	21	1	0	4	75	75
1655	238	4	5709	0	27	0	0	8	35	35
1720	210	3	5737	0	17	0	0	5	22	22
1722	227	5	5710	0	31	0	0	4	35	35
1732	217	4	5257	37	10	0	0	10	57	57
1742	245	6	5704	0	30	0	0	10	40	40
1744	229	5	5733	40	4	0	0	1	45	45
1749	238	5	5709	0	2	0	0	4	6	6
1754	6	3	5721	0	35	0	0	0	35	35

BEARBYZN

NJ TRANSIT
FAREBOX PASSENGER COUNT BY TRIP

LINE: 81
DIRECTION: OU
TRIP DATE: 09/19/12

FROM 09/19/12 TO 09/19/12
0001A - 1159P

ORIGIN ZONE: 01 01 02 02 02 TO
DEST ZONE: 01 02 01 02 TL

START	RUN	TRIP#	BUS #	01	01	02	02	02	TL
1817	5	2	5722	0	12	0	0	4	16
1841	239	4	5715	0	32	0	5	5	37
1845	227	6	5710	0	2	0	5	5	7
1858	245	8	5704	0	28	0	6	6	34
1947	5	4	5722	0	4	0	14	14	18
1949	6	5	5721	12	13	0	8	8	33
2114	6	7	5721	8	11	0	4	4	23
2242	6	9	5721	0	6	0	1	1	7
2248	5	8	5722	5	1	0	4	4	10
TOTAL:				528	696	11	336	1571	
TOTAL TRIPS:				126					

LINE: 87
DIRECTION: IN
TRIP DATE: 09/13/12

FROM 09/13/12 TO 09/13/12
0001A - 1159P

ORIGIN ZONE: 02 02 01 01 TO
DEST ZONE: 02 01 01 TL

START	RUN	TRIP#	BUS #	02	01	01	TL
13	12	10	5737	0	0	34	34
335	1	1	5702	0	11	7	18
352	3	2	5272	0	20	6	26
500	2	1	5741	0	0	66	66
501	3	3	5272	0	0	8	8
519	202	1	5261	0	0	32	32
531	204	1	5394	0	0	66	66
542	205	1	5266	0	0	34	34
543	2	2	5741	0	0	34	34
549	211	1	5706	0	0	59	59
605	1	3	5702	0	0	80	80
609	6	1	5726	0	0	28	28
610	4	1	5713	0	0	33	33
617	204	2	5394	0	0	55	55
622	212	1	5722	0	0	89	89
626	9	1	5736	0	0	67	67
633	2	3	5741	0	0	70	70
635	211	2	5706	0	0	41	41
636	4	2	5713	0	0	23	23
638	235	1	5247	2	0	32	34
646	238	1	5716	0	0	13	13
651	277	1	5731	62	0	0	62
655	1	4	5702	0	0	106	106
658	246	1	5738	0	0	80	80
659	3	1	5272	0	0	30	30
659	243	1	5710	0	0	40	40
701	226	1	5708	0	0	45	45
703	241	1	5734	0	0	26	26
705	5	1	5711	0	0	75	75
709	238	1	5716	0	0	34	34
710	240	1	5399	0	0	12	12
711	244	1	5391	0	0	16	16
713	204	3	5394	0	0	57	57
718	245	1	5739	0	0	5	5
719	249	1	5265	0	0	76	76
720	245	1	5739	0	0	38	38
721	235	2	5247	0	0	37	37
722	6	2	5726	0	0	143	143
725	212	2	5722	0	0	60	60
728	231	1	5249	0	0	69	69
729	4	3	5713	0	0	46	46
730	221	1	5733	0	0	62	62

LINE: 87
DIRECTION: IN
TRIP DATE: 09/13/12

FROM 09/13/12 TO 09/13/12
0001A - 1159P

ORIGIN ZONE: 02 02 01 01 TO
DEST ZONE: 02 01 01 TL

START	RUN	TRIP#	BUS #	02	02	01	01	TL
730	9	2	5736	0	0	0	56	56
733	3	4	5272	0	0	0	23	23
735	267	1	5257	0	0	0	44	44
738	2	4	5741	0	0	0	42	42
739	252	1	5310	0	0	0	71	71
739	211	3	5706	0	0	0	37	37
741	7	1	5700	0	0	0	106	106
741	253	1	5392	0	0	0	115	115
743	251	1	5403	0	0	0	13	13
745	277	2	5731	70	0	0	0	70
746	250	1	5245	0	0	0	36	36
748	8	1	5256	0	0	0	59	59
748	243	2	5710	0	0	0	40	40
749	220	2	5390	0	0	0	62	62
800	245	2	5739	0	0	0	63	63
806	235	3	5247	0	0	0	121	121
806	238	3	5716	0	0	0	56	56
807	5	2	5711	0	0	0	25	25
807	231	2	5249	0	0	0	18	18
807	1	5	5702	0	0	0	60	60
815	246	2	5738	0	0	0	44	44
816	249	2	5265	0	0	0	32	32
816	211	4	5706	0	0	0	50	50
817	3	5	5272	0	0	0	53	53
822	212	3	5722	0	0	0	25	25
825	267	2	5257	0	0	0	34	34
828	221	2	5253	0	0	0	36	36
829	4	4	5713	0	0	0	103	103
830	243	3	5710	0	0	0	75	75
831	252	2	5310	0	0	0	17	17
838	6	3	5726	0	0	0	67	67
846	9	3	5736	0	0	0	64	64
848	2	5	5741	0	0	0	63	63
855	245	3	5739	0	0	0	25	25
857	8	2	5256	0	0	0	62	62
857	231	3	5249	0	0	0	16	16
858	7	2	5700	0	0	0	21	21
916	253	1	5392	0	0	0	29	29
916	5	3	5711	0	0	0	69	69
921	246	3	5738	0	0	0	33	33
923	3	6	5272	0	0	0	89	89
925	1	6	5702	0	0	0	130	130

LINE: 87
DIRECTION: IN
TRIP DATE: 09/13/12

FROM 09/13/12 TO 09/13/12
0001A - 1159P

ORIGIN ZONE: 02 02 01 01 TO
DEST ZONE: 02 01 TL

START	RUN	TRIP#	BUS #	02	02	01	01	TL	94	94
927	221	3	5733	0	0	0	0	0	62	62
939		4	5736	0	0	0	0	0	51	51
941	4	5	5713	0	0	0	0	0	79	79
943	6	4	5726	0	0	0	0	0	37	37
947	7	3	5700	0	0	0	0	0	43	43
947	2	6	5741	0	0	0	0	0	25	25
948	8	3	5256	0	0	0	0	0	34	34
1010	5	4	5711	0	0	0	0	0	59	59
1023	3	7	5272	0	0	0	0	0	77	77
1025	4	6	5713	0	0	0	0	0	52	52
1026	221	4	5733	0	0	0	0	0	9	9
1028	6	5	5726	0	0	0	0	0	75	75
1029	7	4	5700	0	0	0	0	0	20	20
1031	8	4	5256	0	0	0	0	0	76	76
1039	2	7	5741	0	0	0	0	0	63	63
1059	1	5	5702	0	0	0	0	0	21	21
1100	5	8	5711	0	0	0	0	0	66	66
1111	3	5	5272	0	0	0	0	0	28	28
1115	9	5	5736	0	0	0	0	0	43	43
1117	6	6	5726	0	0	0	0	0	102	102
1122	221	5	5733	0	0	0	0	0	73	73
1126	4	7	5713	0	0	0	0	0	75	75
1127	7	5	5700	0	0	0	0	0	80	80
1134	8	5	5256	0	0	0	0	0	66	66
1140	2	8	5741	0	0	0	0	0	38	38
1158	5	6	5711	0	0	0	0	0	73	73
1205	3	9	5272	0	0	0	0	0	48	48
1210	221	6	5733	0	0	0	0	0	46	46
1213	9	6	5736	0	0	0	0	0	35	35
1222	6	7	5726	0	0	0	0	0	127	127
1225	4	8	5713	0	0	0	0	0	61	61
1226	7	6	5700	0	0	0	0	0	58	58
1240	8	6	5256	0	0	0	0	0	74	74
1243	220	1	5404	0	0	0	0	0	62	62
1301	5	7	5711	0	0	0	0	0	93	93
1301	3	10	5272	0	0	0	0	0	36	36
1303	9	7	5736	0	0	0	0	0	53	53
1311	6	8	5726	0	0	0	0	0	86	86
1330	7	7	5700	0	0	0	0	0	110	110
1338	4	9	5713	0	0	0	0	0	86	86
1346	8	7	5256	0	0	0	0	0	39	39
1347	220	2	5404	0	0	0	0	0		

LINE: 87
DIRECTION: IN
TRIP DATE: 09/13/12

FROM 09/13/12 TO 09/13/12
0001A - 1159P

ORIGIN ZONE: 02 02 01 01 TL
DEST ZONE: 02 01 01 TL

START	RUN	TRIP#	BUS #	02	02	01	01	TL	TL
1351	215	1	5401	0	0	0	46	46	
1401	5	8	5711	0	0	0	68	68	
1404	9	8	5736	0	0	0	90	90	
1414	6	9	5726	0	0	0	87	87	
1419	240	1	5732	0	0	0	75	75	
1424	211	1	5733	0	0	0	41	41	
1424	227	1	5739	0	0	0	77	77	
1428	7	8	5700	0	0	0	84	84	
1437	8	8	5256	0	0	0	127	127	
1448	220	4	5404	0	0	0	45	45	
1452	10	1	5715	0	0	0	58	58	
1453	253	1	5390	0	0	0	54	54	
1456	208	1	5721	0	0	0	35	35	
1501	215	2	5401	0	0	0	39	39	
1507	9	9	5736	0	0	0	68	68	
1508	204	1	5712	0	0	0	43	43	
1508	206	1	5713	0	0	0	23	23	
1513	230	1	5708	0	0	0	33	33	
1515	245	1	5720	0	0	0	90	90	
1520	227	2	5739	0	0	0	44	44	
1525	202	1	5405	0	0	0	24	24	
1528	211	2	5733	0	0	0	66	66	
1529	213	1	5735	0	0	0	41	41	
1529	218	1	5703	0	0	0	17	17	
1533	208	2	5721	0	0	0	46	46	
1538	237	1	5714	0	0	0	63	63	
1541	225	1	5727	0	0	0	1	1	
1543	206	2	5713	0	0	0	31	31	
1543	220	2	5404	0	0	0	49	49	
1549	204	2	5712	0	0	0	66	66	
1551	225	1	5727	0	0	0	7	7	
1553	10	2	5715	0	0	0	46	46	
1556	255	3	5707	0	0	0	29	29	
1557	253	2	5390	0	0	0	50	50	
1558	240	2	5732	0	0	0	60	60	
1602	218	2	5703	0	0	0	23	23	
1603	236	2	5740	0	0	0	37	37	
1607	202	2	5405	0	0	0	32	32	
1608	225	2	5727	0	0	0	21	21	
1608	208	3	5721	0	0	0	13	13	
1610	12	1	5734	0	0	0	19	19	
1613	245	2	5720	0	0	0	39	39	

FROM 09/13/12 TO 09/13/12
0001A - 1159P

LINE: 87
DIRECTION: IN
TRIP DATE: 09/13/12

ORIGIN ZONE: 02 02 01 01 TL
DEST ZONE: 02 01 01 TL

START	RUN	TRIP#	BUS #						
1616	230	2	5708	0	0	57	57		
1623	227	3	5739	0	0	32	32		
1624	11	1	5736	0	0	49	49		
1624	213	2	5735	0	0	79	79		
1624	10	3	5715	0	0	38	38		
1624	206	3	5713	0	0	42	42		
1630	215	3	5401	0	0	10	10		
1635	237	2	5714	0	0	81	81		
1637	211	3	5733	0	0	53	53		
1638	218	3	5703	0	0	15	15		
1641	208	4	5721	0	0	46	46		
1644	12	2	5734	0	0	34	34		
1648	271	1	5700	0	0	39	39		
1651	240	3	5732	0	0	55	55		
1652	255	4	5707	0	0	56	56		
1653	220	6	5404	0	0	44	44		
1658	253	3	5390	0	0	55	55		
1658	10	4	5715	0	0	56	56		
1702	236	3	5740	0	0	37	37		
1712	208	5	5721	0	0	38	38		
1720	11	2	5736	0	0	76	76		
1722	206	4	5713	0	0	56	56		
1723	230	3	5708	0	0	85	85		
1731	225	3	5727	0	0	35	35		
1732	12	3	5734	0	0	40	40		
1732	218	4	5703	0	0	8	8		
1735	215	4	5401	0	0	46	46		
1738	211	4	5733	0	0	42	42		
1741	202	3	5405	0	0	56	56		
1743	237	1	5709	0	0	68	68		
1750	271	2	5700	0	0	37	37		
1752	240	2	5732	0	0	57	57		
1753	253	4	5390	0	0	48	48		
1753	220	4	5390	0	0	35	35		
1753	220	7	5404	0	0	94	94		
1755	213	3	5735	0	0	9	9		
1755	255	5	5707	0	0	27	27		
1801	10	5	5715	0	0	63	63		
1816	230	4	5708	0	0	142	142		
1823	236	4	5740	0	0	53	53		
1828	12	4	5734	0	0	85	85		
1828	225	4	5727	0	0	17	17		
1830	11	3	5736	0	0	24	24		

LINE: 87
DIRECTION: IN
TRIP DATE: 09/13/12

FROM 09/13/12 TO 09/13/12
0001A - 1159P

ORIGIN ZONE: 02 02 01 01 TL
DEST ZONE: 02 01 01 TL

START	RUN	TRIP#	BUS #	02	01	01	TL
1838	237	2	5709	0	0	64	64
1854	247	3	5392	0	0	80	80
1854	240	5	5732	0	0	89	89
1857	255	6	5707	0	0	47	47
1903	10	6	5715	0	0	62	62
1904	253	5	5390	0	0	67	67
1925	11	4	5736	0	0	91	91
1933	12	4	5734	0	0	48	48
1942	251	4	5272	0	0	28	28
2003	254	6	5260	0	0	45	45
2004	253	6	5390	0	0	84	84
2004	255	7	5707	0	0	51	51
2004	275	5	5250	0	0	19	19
2013	275	5	5736	0	0	62	62
2024	11	5	5736	0	0	74	74
2036	12	6	5734	0	0	36	36
2040	10	7	5715	0	0	47	47
2040	274	4	5394	0	0	32	32
2049	274	8	5707	0	0	43	43
2049	255	8	5707	0	0	32	32
2050	275	6	5250	0	0	67	67
2123	11	6	5736	0	0	46	46
2123	11	7	5734	0	0	92	92
2147	12	8	5715	0	0	26	26
2153	10	8	5736	0	0	47	47
2218	11	7	5736	0	0	71	71
2229	12	8	5734	0	0	20	20
2313	11	8	5736	0	0		
2321	12	9	5734	0	0		
TOTAL :				134	31	12160	12325

BFARBYZM

NJ TRANSIT
FAREBOX PASSENGER COUNT BY TRIP

LINE: 87
DIRECTION: OU
TRIP DATE: 09/13/12

FROM 09/13/12 TO 09/13/12
0001A - 1159P

ORIGIN ZONE:	01	01	02	02	TO
DEST ZONE:	01	02	02	TL	TL
=====					

START	RUN	TRIP#	BUS #	10	8	6	24
304	3	1	5272	10	8	6	24
420	1	2	5702	1	18	20	39
720	220	1	5390	17	1	0	18
907	277	3	5731	0	3	62	65
TOTAL:				28	30	88	146
TOTAL TRIPS:				240			

LINE: 87

DIRECTION: IN

TRIP DATE: 09/19/12

FROM 09/19/12 TO 09/19/12
0001A - 1159P

ORIGIN ZONE: 02 02 01 01 TL
 DEST ZONE: 02 01 01 TL
 =====

START	RUN	TRIP#	BUS #	02	01	01	TL
14	12	10	5721	0	0	35	35
412	3	2	5268	0	26	5	31
500	2	1	5706	0	0	76	76
515	202	1	5403	0	0	48	48
528	204	1	5394	0	0	50	50
540	205	1	5400	0	0	74	74
542	2	2	5706	0	0	36	36
547	211	1	5402	0	0	42	42
559	1	3	5736	0	0	106	106
610	4	1	5734	0	0	40	40
611	6	1	5712	0	0	21	21
611	204	2	5394	0	0	39	39
624	212	1	5715	0	0	85	85
630	2	3	5706	0	0	59	59
631	235	1	5252	0	0	35	35
631	211	2	5736	0	0	62	62
634	9	1	5722	0	0	99	99
636	4	2	5734	0	0	38	38
643	243	1	5241	0	0	26	26
649	238	1	5700	0	0	28	28
650	227	1	5739	0	0	39	39
652	3	3	5268	0	0	34	34
656	1	4	5402	0	0	93	93
700	241	1	5710	0	0	18	18
703	5	1	5741	0	0	79	79
703	246	1	5705	0	0	60	60
704	226	1	5702	0	0	76	76
708	244	1	5263	0	0	3	3
713	220	1	5253	0	0	13	13
713	235	2	5252	0	0	35	35
715	245	1	5728	0	0	16	16
716	249	1	5397	0	0	40	40
717	267	1	5699	0	0	75	75
719	204	3	5394	0	0	63	63
724	221	1	5731	0	0	89	89
725	212	2	5715	0	0	84	84
727	231	1	5401	0	0	45	45
727	6	2	5712	0	0	58	58
729	7	1	5716	0	0	85	85
729	238	2	5700	0	0	34	34
730	9	2	5722	0	0	57	57
731	3	4	5268	0	0	27	27

LINE: 87
DIRECTION: IN
TRIP DATE: 09/19/12

FROM 09/19/12 TO 09/19/12
0001A - 1159P

ORIGIN ZONE: 02 02 01 01 TL
DEST ZONE: 02 01 01 01 TL

START	RUN	TRIP#	BUS #	02	02	01	01	TL	TL
734	251	1	5255	0	0	0	21	21	
737	4	3	5734	0	0	0	62	62	
738	220	2	5253	0	0	0	58	58	
742	227	2	5739	0	0	0	56	56	
742	211	3	5736	0	0	0	16	16	
743	250	1	5277	0	0	0	54	54	
743	253	1	5391	0	0	0	67	67	
743	243	2	5241	0	0	0	30	30	
747	8	1	5723	0	0	0	103	103	
753	2	4	5706	0	0	0	41	41	
754	252	1	5244	0	0	0	65	65	
757	245	2	5728	0	0	0	18	18	
758	231	2	5401	0	0	0	23	23	
800	244	2	5263	0	0	0	5	5	
800	235	3	5252	0	0	0	62	62	
800	235	5	5402	0	0	0	172	172	
805	5	2	5741	0	0	0	21	21	
805	238	3	5700	0	0	0	64	64	
811	249	2	5397	0	0	0	15	15	
811	211	4	5736	0	0	0	30	30	
813	267	2	5699	0	0	0	12	12	
815	3	5	5268	0	0	0	66	66	
818	246	2	5705	0	0	0	85	85	
823	243	3	5241	0	0	0	49	49	
824	221	2	5731	0	0	0	64	64	
824	212	3	5715	0	0	0	48	48	
831	4	4	5734	0	0	0	126	126	
834	6	3	5712	0	0	0	54	54	
836	252	2	5244	0	0	0	4	4	
841	9	3	5722	0	0	0	43	43	
844	245	3	5728	0	0	0	33	33	
844	2	5	5706	0	0	0	37	37	
845	7	2	5716	0	0	0	39	39	
846	231	3	5401	0	0	0	52	52	
851	227	3	5739	0	0	0	71	71	
907	253	1	5391	0	0	0	31	31	
907	8	2	5723	0	0	0	22	22	
907	5	3	5741	0	0	0	32	32	
916	221	3	5731	0	0	0	94	94	
917	1	6	5402	0	0	0	48	48	
920	246	3	5705	0	0	0	38	38	
922	3	6	5268	0	0	0	39	39	

LINE: 87
DIRECTION: IN
TRIP DATE: 09/19/12

FROM 09/19/12 TO 09/19/12
0001A - 1159P

ORIGIN ZONE:	02	02	01	01	TL
DEST ZONE:	02	01	01	01	TL

START	RUN	TRIP#	BUS #	02	01	01	TL
937	6	4	5712	0	0	71	71
938	4	5	5734	0	0	58	58
940	2	6	5706	0	0	111	111
942	7	3	5716	0	0	78	78
954	8	3	5723	0	0	84	84
1006	5	4	5741	0	0	34	34
1013	221	4	5731	0	0	43	43
1020	3	7	5268	0	0	79	79
1025	9	1	5722	0	0	70	70
1028	4	6	5734	0	0	54	54
1028	1	7	5402	0	0	117	117
1032	6	5	5712	0	0	48	48
1033	7	4	5716	0	0	16	16
1050	8	4	5723	0	0	65	65
1101	221	5	5731	0	0	77	77
1102	5	5	5741	0	0	63	63
1113	3	8	5268	0	0	39	39
1116	9	2	5722	0	0	22	22
1123	4	7	5734	0	0	88	88
1124	6	6	5712	0	0	18	18
1137	2	7	5706	0	0	51	51
1138	7	5	5716	0	0	108	108
1145	8	5	5723	0	0	74	74
1158	5	6	5741	0	0	48	48
1202	3	9	5268	0	0	33	33
1205	221	6	5731	0	0	61	61
1211	6	7	5712	0	0	37	37
1215	9	3	5722	0	0	89	89
1226	4	8	5734	0	0	85	85
1229	7	6	5716	0	0	49	49
1245	8	6	5723	0	0	33	33
1246	220	1	5706	0	0	45	45
1258	3	10	5268	0	0	64	64
1301	5	7	5741	0	0	73	73
1312	6	8	5712	0	0	50	50
1320	9	4	5722	0	0	87	87
1328	4	9	5734	0	0	33	33
1330	7	7	5716	0	0	81	81
1346	220	2	5706	0	0	66	66
1350	215	1	5739	0	0	46	46
1352	8	7	5723	0	0	100	100
1401	5	8	5741	0	0	75	75

LINE: 87
DIRECTION: IN
TRIP DATE: 09/19/12

FROM 09/19/12 TO 09/19/12
0001A - 1159P

ORIGIN ZONE: 02 02 01 01 TO
DEST ZONE: 02 01 01 TL

START	RUN	TRIP#	BUS #						
1412	6	9	5712	0	0	83	83		
1416	240	1	5740	0	0	94	94		
1419	227	1	5710	0	0	65	65		
1421	9	5	5722	0	0	71	71		
1425	211	1	5720	0	0	111	111		
1430	7	8	5716	0	0	134	134		
1448	220	3	5706	0	0	48	48		
1451	8	8	5723	0	0	85	85		
1453	208	1	5734	0	0	61	61		
1454	253	1	5713	0	0	40	40		
1456	10	1	5719	0	0	28	28		
1459	215	2	5739	0	0	43	43		
1506	206	1	5707	0	0	26	26		
1511	201	1	5708	0	0	9	9		
1513	245	4	5704	0	0	68	68		
1516	230	1	5717	0	0	27	27		
1517	227	1	5710	0	0	2	2		
1524	202	1	5390	0	0	25	25		
1526	213	1	5741	0	0	45	45		
1526	9	6	5722	0	0	83	83		
1528	227	2	5710	0	0	42	42		
1529	208	2	5734	0	0	31	31		
1532	218	1	5727	0	0	18	18		
1533	253	2	5713	0	0	11	11		
1535	206	2	5707	0	0	73	73		
1537	225	1	5714	0	0	15	15		
1538	211	2	5720	0	0	50	50		
1543	220	4	5706	0	0	39	39		
1547	237	1	5735	0	0	49	49		
1555	236	2	5312	0	0	10	10		
1557	201	2	5708	0	0	54	54		
1557	255	3	5400	0	0	45	45		
1559	218	2	5727	0	0	13	13		
1600	253	3	5713	0	0	92	92		
1602	10	2	5719	0	0	41	41		
1603	240	2	5740	0	0	81	81		
1609	202	2	5390	0	0	24	24		
1609	208	3	5734	0	0	9	9		
1609	245	5	5704	0	0	58	58		
1613	11	1	5738	0	0	68	68		
1613	225	2	5714	0	0	37	37		
1614	12	1	5391	0	0	23	23		

LINE: 87
DIRECTION: IN
TRIP DATE: 09/19/12

FROM 09/19/12 TO 09/19/12
0001A - 1159P

ORIGIN ZONE: 02 02 01 01 TO
DEST ZONE: 02 01 01 TL

START	RUN	TRIP#	BUS #	02	01	01	TL
1616	206	3	5707	0	0	35	35
1619	230	2	5717	0	0	67	67
1626	227	3	5710	0	0	11	11
1631	213	2	5741	0	0	89	89
1631	10	3	5719	0	0	17	17
1632	271	1	5723	0	0	64	64
1634	211	3	5720	0	0	78	78
1635	208	4	5734	0	0	24	24
1636	215	3	5739	0	0	17	17
1637	237	2	5735	0	0	72	72
1638	218	3	5727	0	0	17	17
1648	12	2	5391	0	0	34	34
1655	227	4	5710	0	0	35	35
1655	220	5	5706	0	0	59	59
1659	255	4	5400	0	0	93	93
1701	10	4	5719	0	0	54	54
1704	240	3	5740	0	0	45	45
1705	253	4	5713	0	0	31	31
1711	208	5	5734	0	0	28	28
1712	236	3	5312	0	0	75	75
1712	215	4	5739	0	0	59	59
1714	206	4	5707	0	0	40	40
1721	230	3	5717	0	0	38	38
1727	11	2	5738	0	0	37	37
1732	225	3	5714	0	0	4	4
1732	218	4	5727	0	0	28	28
1734	206	1	5707	17	0	20	37
1737	12	1	5389	0	0	104	104
1737	211	4	5720	0	0	39	39
1743	202	3	5390	0	0	15	15
1744	237	3	5735	0	0	49	49
1753	220	6	5706	0	0	48	48
1756	253	5	5713	0	0	70	70
1759	271	2	5723	0	0	18	18
1800	213	3	5741	0	0	39	39
1803	255	5	5310	0	0	16	16
1804	240	4	5740	0	0	39	39
1812	10	5	5719	0	0	111	111
1816	236	1	5250	13	11	0	24
1821	230	5	5717	0	0	42	42
1828	11	3	5738	0	0	26	26
1830	12	2	5389	0	0	116	116

LINE: 87
DIRECTION: IN
TRIP DATE: 09/19/12

FROM 09/19/12 TO 09/19/12
0001A - 1159P

ORIGIN ZONE: 02 02 01 01 TO
DEST ZONE: 02 01 01 TL

START	RUN	TRIP#	BUS #							
1830	225	4	5714	0	0	9	9			
1843	237	4	5735	0	0	81	81			
1855	255	6	5310	0	0	88	88			
1859	240	5	5740	0	0	94	94			
1908	253	6	5713	0	0	68	68			
1922	10	6	5719	0	0	19	19			
1924	247	3	5248	0	0	91	91			
1929	11	4	5738	0	0	62	62			
1933	12	3	5389	0	0	57	57			
1935	251	3	5268	0	0	55	55			
1957	255	7	5310	0	0	64	64			
1959	253	7	5713	0	0	52	52			
2003	254	9	5265	0	0	55	55			
2003	275	2	5266	0	0	12	12			
2024	12	4	5389	0	0	71	71			
2031	11	5	5738	0	0	26	26			
2037	10	7	5719	0	0	47	47			
2038	274	4	5403	0	0	46	46			
2047	275	3	5266	0	0	52	52			
2052	255	8	5310	0	0	62	62			
2123	11	6	5738	0	0	75	75			
2124	12	5	5389	0	0	61	61			
2154	10	8	5719	0	0	72	72			
2230	11	7	5738	0	0	38	38			
2231	12	6	5389	0	0	60	60			
2314	11	8	5738	0	0	52	52			
2320	12	7	5389	0	0	20	20			
TOTAL:				30	37	12241	12308			

LINE: 120
DIRECTION: IN
TRIP DATE: 09/18/12

FROM 09/18/12 TO 09/18/12
0001A - 1159P

ORIGIN ZONE: 03 03 03 02 02 TO
DEST ZONE: 03 02 01 01 01 TL

START	RUN	TRIP#	BUS #						
551	223	1	5255	0	0	33	0	33	33
624	218	1	5271	3	0	33	0	36	36
648	230	1	5262	0	0	31	4	35	35
738	210	2	5253	0	0	26	0	26	26
743	218	2	5271	2	1	6	0	9	9
805	223	2	5255	0	0	31	0	31	31
1614	205	1	5389	3	0	23	0	26	26
TOTAL:				8	1	183	4	196	

LINE: 120
DIRECTION: OU
TRIP DATE: 09/18/12

FROM 09/18/12 TO 09/18/12
0001A - 1159P

ORIGIN ZONE: 01 03 TO
DEST ZONE: 03 03 TL

START	RUN	TRIP#	BUS #			
526	210	1	5253	38	0	38
1433	231	1	5275	20	3	23
1526	243	1	5253	26	0	26
1619	231	2	5275	26	0	26
1642	221	1	5392	24	7	31
1820	243	2	5253	16	1	17
TOTAL:				150	11	161
TOTAL TRIPS:		13				

LINE: 120
DIRECTION: IN
TRIP DATE: 09/24/12

FROM 09/24/12 TO 09/24/12
0001A - 1159P

ORIGIN ZONE: 03 03 03 03 02 02 TO
DEST ZONE: 03 02 01 01 01 TL

START	RUN	TRIP#	BUS #	03	02	01	01	01	TL
528	210	1	5251	0	0	37	4	41	
602	223	1	5404	0	0	33	0	33	
627	218	1	5256	0	0	37	0	37	
648	230	1	5254	2	2	33	0	37	
737	210	2	5251	0	0	29	0	29	
745	218	2	5256	4	0	7	0	11	
807	223	2	5404	0	0	27	0	27	
845	230	2	5254	0	0	0	24	24	

TOTAL: 6 2 203 28 239

LINE: 120
DIRECTION: OU
TRIP DATE: 09/24/12

FROM 09/24/12 TO 09/24/12
0001A - 1159P

ORIGIN ZONE: 01 02 03 TO
DEST ZONE: 03 02 03 TL

START	RUN	TRIP#	BUS #				
1503	231	1	5310	24	0	1	25
1549	243	1	5276	34	0	1	35
1625	221	1	5391	13	2	0	15
1650	231	2	5310	28	0	0	28
1742	243	2	5276	17	0	0	17
TOTAL :				116	2	2	120
TOTAL TRIPS:				13			

Weekday Headways

Headway Report

Route: 1 Newark
Garage: Hilton
Direction: To Jersey City

Run	From	Me	IVY HILL	WEND 18TH	16AV 18ST	SPFD MLKB	MRKT BROD	MKTS PENN	FERR WAYD	CHAP RIVR	EUCD LOCK	RIVR TERM	HDSN CORR	COMM MALL	JONL SQAR	GRND COMM	EXCH PLAC	Leave	To
001	357aHL	RL	435a	440a	410a	417a	420a	423a	430a			435a		440a		445a	453a	510a	
005	421aHL	RL	435a	440a	410a	452a	455a	458a	505a			525a		511a		516a	524a	541a	
007	447aHL	RL	505a	510a	500a	507a	510a	513a	520a					530a		539a		600a	
002	451aHL	C	505a	510a	515a	522a	525a	528a						557a		603a	611a	549a	
009	505aHL		519a	524a	529a	537a	540a	543a	550a								611a	627a	
433	523aHL	RL	531a	537a	536a	544a	547a	550a	557a			602a		615a		624a	631a	607a	
410	517aHL	R	531a	537a	543a	551a	554a	557a	604a			609a		615a		624a	631a	647a	
413	537aHL	CL			550a	558a	601a	604a						625a			639a	624a	
412	531aHL		545a	551a	557a	605a	608a	611a	618a								631a	639a	
441	548aHL	CL			601a	609a	612a	615a									631a	631a	
003	539aHL	C	553a	559a	605a	613a	616a	619a	626a			628a		640a		649a	702a	638a	
008	556aHL	RL	600a	606a	612a	620a	623a	626a	633a			635a					702a	709a	
444	546aHL				615a	623a	626a	629a									713a	730a	
010	602aHL	CL	606a	612a	618a	626a	629a	632a									756a	645a	
006	552aHL	C																	
422	608aHL	RL	616a	622a	621a	629a	632a	635a	642a			647a		656a		702a	714a	734a	
477	611aHL	RL			624a	632a	635a	638a	645a			650a					714a	727a	
430	602aHL	C	616a	622a	628a	636a	639a	642a									714a	727a	
012	619aHL	RL			632a	640a	643a	646a	653a			658a					713a	730a	
011	623aHL	CL			636a	644a	647a	650a									756a	645a	
001	627a	R	633a	639a	642a	647a	650a	653a	700a			705a		713a		727a	738a	748a	
480	629aHL	CL	634a	640a	642a	650a	653a	656a	705a			707a		719a		726a	738a	711a	
002	638a	C	644a	650a	654a	657a	700a	700a	711a								738a	752a	
004	641aHL	RL			654a	658a	701a	704a	711a								735a	735a	
446	641aHL	RL				702a	706a	709a	720a			725a					736a	736a	
481	633aHL		647a	653a	659a	708a	712a	715a	726a					732a		753a	813a	750a	
461	637aHL	R	651a	657a	704a	713a	717a	720a	731a			736a		739a		753a	813a	750a	
005	655a		701a	708a	717a	721a	724a	724a	735a					743a		750a	802a	830a	
433	657a	C	704a	711a	720a	724a	727a	727a	739a								802a	815a	
482	646aHL	R	700a	707a	714a	723a	727a	730a	741a			746a					756a	756a	
465	649aHL		703a	710a	717a	726a	730a	733a	747a								750a	750a	
445	652aHL	R	706a	713a	720a	729a	733a	736a	747a			752a		758a		753a	812a	830a	
007	709a		716a	723a	732a	736a	739a	739a	750a								812a	830a	
413	713a	R	720a	727a	736a	740a	743a	743a	754a			759a					806a	806a	

Service: Weekday

Route: 1 Newark
 Garage: Hilton
 Direction: To Jersey City

Run	From	Nbr	IVY HILL	WEND 18TH	16AV 18ST	SPFD MLKB	MRKT BROD	MKTS PENN	FERR WAYD	CHAP RIVR	EUCD LOCK	RIVR TERM	HDSN CORR	COMM MALL	JONL SOAR	GRND COMM	EXCH PLAC	Leave	To
467	704AHL	CL	718a	725a	732a	741a	745a	748a	759a	805a	807a	814a	807a	822a	836a	814a	826a	836a	
009		CL			737a	746a	750a	753a		805a	807a				815a			815a	
003		R	728a	735a	742a	751a	755a	758a	809a					822a	836a			856a	
464	733AHL	CL	736a	743a	750a	759a	803a	806a	817a	814a	816a		825a	832a	844a	832a	844a	825a	
006		CL			750a	759a	803a	806a		814a	816a				905a			905a	
410		CL			755a	804a	808a	811a	847a	833a	825a				835a			835a	
471	732AHL	R	746a	753a	800a	809a	813a	816a	827a	833a	835a	832a		840a	854a			918a	
412		CL			805a	814a	818a	821a		833a	835a							845a	
011		CL	756a	803a	810a	819a	823a	826a	837a					845a		852a	903a	930a	
441		CL			815a	824a	828a	831a		843a	845a							856a	
012		R	806a	813a	820a	829a	833a	836a	847a	852a				900a	912a			926a	
010		CL			825a	834a	838a	841a		853a	855a							906a	
425		C	816a	823a	830a	839a	843a	846a		858a	900a							911a	
446		CL			835a	844a	848a	851a		902a	904a							921a	
004		C	828a	835a	842a	851a	855a	858a		908a	910a							926a	
001		RL			848a	857a	901a	904a	913a			918a		925a	937a			1006a	
433		C	845a	852a	859a	908a	912a	915a		924a	926a							941a	
008		L			909a	918a	922a	925a	934a									951a	
009		CL	906a	912a	919a	928a	932a	935a	944a					951a		958a	1008a	1030a	
005		CL			929a	938a	942a	945a		954a	956a							1006a	
002		C	926a	932a	939a	948a	952a	955a		1004a	1006a							1016a	
010		RL			949a	958a	1002a	1005a	1014a			1019a		1026a	1038a			1110a	
007		C	946a	952a	959a	1008a	1012a	1015a		1024a	1026a							1036a	
004		CL			1009a	1018a	1022a	1025a		1034a	1036a							1046a	
003		CL	1006a	1012a	1019a	1028a	1032a	1035a	1044a					1051a		1058a	1108a	1128a	
012		CL			1029a	1038a	1042a	1045a		1054a	1056a							1106a	
006		C	1026a	1032a	1039a	1048a	1052a	1055a		1104a	1106a							1118a	
005		L			1049a	1058a	1102a	1105a	1114a				1120a	1126a	1138a			1210p	
008		RL	1046a	1052a	1059a	1108a	1112a	1115a	1124a									1142a	
013	1056AHL	RL			1109a	1118a	1122a	1125a	1134a			1139a		1146a		1153a	1203p	1228p	
002		L	1111a	1117a	1124a	1133a	1137a	1140a	1149a		1151a							1206p	
004		R	1133a	1139a	1146a	1155a	1159a	1150a	1159a		1201p							1218p	
007		RL			1146a	1155a	1159a	1202p	1211p			1216p		1223p	1235p			1258p	
014	1145AHL	RL			1158a	1207p	1211p	1214p	1223p			1228p						1239p	

Route: 1 Newark
Garage: Hilton
Direction: To Jersey City

Run	From	Nie	IVY HILL	WEND 18TH	16AV 18ST	SPED MLKB	MRKT BROD	MKTS PENN	FERR WAYD	CHAP RVR	EUCD LOCK	RVR TERM	HDSN CORR	COMM MALL	JONL SOAR	GRND COMM	EXCH PLAC	Leave	To
009			1157a	1203p	1210p	1219p	1223p	1226p	1235p					1242p		1249p	1259p	128p	
006			1209p	1215p	1222p	1231p	1235p	1238p	1247p		1249p			111p		123p		106p	
010		RL			1234p	1243p	1247p	1250p	1259p			104p						210p	
008		C	1233p	1239p	1246p	1255p	1259p	102p		111p	113p							130p	
436		L	1245pHL		1258p	107p	111p	114p	123p		125p							142p	
011			1243pHL	1257p	103p	110p	119p	123p	126p	135p				142p		149p	159p	226p	
015		C	1255pHL	109p	115p	122p	131p	135p	138p	147p	149p			142p		149p	159p	206p	
439			107pHL	121p	127p	134p	143p	147p	150p	159p	201p			221p	233p		241p	218p	
013		RL			144p	153p	157p	200p	209p			214p		224p	233p		241p	258p	
014				139p	145p	152p	201p	205p	208p	217p				224p		231p	241p	303p	
430			133pHL	147p	153p	200p	209p	213p	216p	225p	227p			224p		235p	236p	236p	
451		CL	155pHL	203p	208p	217p	221p	224p	241p	233p	235p			256p	308p		302p	243p	
417		R	148pHL	203p	216p	225p	229p	232p	249p			246p					302p	302p	
462		L	211pHL	219p	224p	233p	237p	240p	249p								302p	332p	
463			201pHL	219p	232p	241p	245p	248p	257p		259p						313p	313p	
447		RL	226pHL	231p	237p	244p	252p	255p	305p			310p			318p	325p	335p	345p	
420		C	213pHL	231p	244p	253p	257p	300p	312p	312p	314p			322p	329p	341p	327p	407p	
015		L		241p	249p	258p	302p	305p	316p					322p	329p	341p	341p	407p	
436		C		241p	254p	303p	307p	310p	322p	322p	324p			322p	329p	341p	341p	341p	
016			228pHL	246p	252p	308p	312p	315p	326p		328p						348p	348p	
421		L	251pHL	256p	304p	313p	317p	320p	331p					339p	346p	356p	423p	423p	
419			238pHL	302p	309p	318p	322p	325p	331p					339p	346p	356p	423p	423p	
444		C	243pHL	301p	314p	323p	327p	330p	342p	342p	344p			339p	346p	356p	423p	423p	
439		C		306p	319p	328p	332p	335p	347p	347p	349p			339p	346p	356p	423p	423p	
467		L	311pHL	306p	324p	333p	337p	340p	351p		353p			339p	346p	356p	423p	423p	
012				316p	322p	329p	338p	342p	345p					414p	426p	436p	446p	511p	
430		R		321p	327p	334p	343p	347p	350p	401p				414p	426p	436p	446p	501p	
471		L	326pHL	321p	339p	348p	352p	355p	406p		408p			414p	426p	436p	446p	501p	
451				331p	337p	344p	353p	400p	417p			422p		414p	426p	436p	446p	501p	
412		RL		331p	350p	359p	403p	406p	417p					414p	426p	436p	446p	501p	
441			341p	347p	354p	403p	407p	410p	421p					429p	436p	446p	511p	361	
475			328pHL	346p	352p	408p	412p	415p	431p					429p	436p	446p	511p	361	
446			333pHL	351p	357p	413p	417p	420p	437p					429p	436p	446p	511p	361	
417		C		356p	402p	418p	422p	425p	437p	437p	439p			429p	436p	446p	511p	361	

Route: 1 Newark
Garage: Hilton
Direction: To Jersey City

Run	From	Nie	IYV HILL	WEND 18TH	16AV 18ST	SPFD MLK/B	MRKT BROD	MKTS PENN	FERR WAYD	CHAP RIVR	EUCD LOCK	RIVR TERM	HDSN CORR	COMM MALL	JONL SGAR	GRND COMM	EXCH PLAC	Leave	To
425	401pHL	L	406p	412p	419p	423p	427p	430p	441p		443p							509p	
463			411p	417p	424p	433p	437p	440p	452p		454p							509p	361
013	361	C	416p	422p	429p	438p	442p	445p										500p	361
419			421p	427p	434p	443p	447p	450p	501p					509p				542p	
014																			
420			426p	432p	439p	448p	452p	455p										509p	361
436		C	431p	437p	444p	453p	457p	500p	512p		514p							533p	
016			438p	444p	451p	500p	504p	507p	518p		520p							540p	
462		R	445p	451p	458p	507p	511p	514p	525p			530p		538p		550p		614p	
444		C	452p	458p	505p	514p	518p	521p										550p	
018	441pHL	R	459p	505p	512p	521p	525p	528p	539p									626p	
451	361	C	506p	512p	519p	528p	532p	535p	547p		549p	544p		552p		559p	610p	605p	361
439			511p	517p	524p	533p	537p	540p										550p	
447			516p	522p	529p	538p	542p	545p	556p									610p	
475	361	C	521p	527p	534p	543p	547p	550p										620p	
467		R	526p	532p	539p	548p	552p	555p	605p			610p		618p		628p		643p	
474	513pHL		531p	537p	544p	553p	557p	600p										615p	
015			536p	542p	549p	558p	602p	605p	614p		616p							625p	
458		C	541p	547p	554p	603p	607p	610p		620p	622p							630p	
463	361		546p	552p	559p	608p	612p	615p	624p		626p							643p	
471		R	551p	557p	604p	613p	617p	620p	629p			634p		642p		649p	700p	710p	
017			613p	619p	626p	635p	639p	642p	651p		653p							711p	
016		C	631p	637p	644p	653p	657p	700p		707p	709p							730p	
474		R	656p	702p	707p	714p	717p	720p	727p			732p		737p		746p		812p	
475		C	722p	727p	732p	739p	742p	745p		752p	754p							809p	
018			745p	750p	755p	802p	805p	808p	815p									826p	
019	751pHL	R	805p	810p	815p	822p	825p	828p	835p			840p		845p		854p		927p	
020	811pHL	C	825p	830p	835p	842p	845p	848p	855p		857p							914p	
017	841pHL	R	855p	900p	905p	912p	915p	918p	925p			930p		935p		944p		1015p	
474		C	925p	930p	935p	942p	945p	948p		955p	957p							1008p	
020			955p	1000p	1005p	1012p	1015p	1018p	1025p									1036p	
018		C	1025p	1030p	1035p	1042p	1045p	1048p	1055p		1057p							1044p	
019		R	1055p	1100p	1105p	1112p	1115p	1118p	1125p			1130p		1135p		1144p		1108p	
017			1125p	1130p	1135p	1142p	1145p	1148p	1155p		1157p							1208x	

Route:	1	Newark																	Leave	To
Garage:	Hilton																			
Direction:	To Jersey City																			
Run	From	Nie	IVY HILL	WEND 18TH	16AV 18ST	SPFD MLKB	MRKT BROD	MKTS PENN	FERR WAYD	CHAP RIVR	EUCD LOCK	RIVR TERM	HDSN CORR	COMM MALL	JONL SQAR	GRND COMM	EXCH PLAC			
018	R	1200x	1205x	1210x	1217x	1220x	1223x	1230x		1250x	1252x	1235x		1240x	1249x			117x		
020	C	1220x	1225x	1230x	1237x	1240x	1243x							201x	210x			105x		
019		125x	130x	135x	142x	145x	148x	155x						240x	249x			227x		
020	R	200x	205x	210x	217x	220x	223x	230x				235x						318x		

Notes: C - Trip operates via Chapel Street, Newark
 L - For all Eastbound trips (to Newark) starting on 16th Ave at 18th St, trip begins at bus stop in 20th St. Loop 1 minute earlier.
 R - Trip operates via River Terminal

3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

Route: 1 Newark
Garage: Hilton
Direction: To Newark

Run	From	Nie	EXCH PLAC	COMM GRND	JONL SQAR	COMM MALL	HDSN CORR	RIVR TERM	EUCD LOCK	CHAP RAYM	PENN MKTS	MRKT BROD	SPFD MLKB	16AV 18ST	WEND 18TH	IVY HILL	Leave	To
001		R	510a	518a		525a		531a		536a	545a	548a	550a	557a	603a	608a	627a	
002									549a	551a	600a	603a	605a	612a	618a	623a	634a	
004	523aHL	R						553a		558a	607a	610a	612a	619a	625a	630a	638a	
005			541a	549a		556a		607a		605a	614a	617a	619a	626a	632a	637a	655a	
433		R						607a		612a	621a	624a	626a	633a	639a	644a	657a	
007		R			600a	608a		614a		619a	628a	631a	633a	640a	646a	651a	709a	
413									624a	626a	635a	638a	640a	647a	653a	658a	713a	
441									631a	633a	642a	645a	647a	654a	700a	705a	723a	361
003									638a	640a	649a	652a	654a	701a	707a	712a	728a	
006									645a	647a	656a	659a	702a	710a	716a	721a	736a	
009		R	627a	635a		642a		648a		653a	703a	707a	710a	718a	730a	735a	737a	
008		R						652a		657a	709a	713a	716a	724a	730a	735a	751a	361
430									659a	701a	714a	718a	721a	729a	735a	740a	800a	361
410		R			647a	655a		701a		707a	720a	724a	727a	735a	747a	752a	755a	
480									711a	713a	726a	730a	733a	741a	747a	752a	814a	361
012		R						713a		719a	732a	736a	739a	747a	753a	758a	806a	
412			658a	707a		715a				725a	738a	742a	745a	753a	805a	805a	805a	
444					709a	718a	724a			731a	744a	748a	751a	759a	805a	810a	824a	361
004									735a	737a	750a	754a	757a	805a	811a	816a	828a	
446		R						736a		742a	755a	759a	802a	810a		835a	835a	
461		R						741a		747a	800a	804a	807a	815a	821a	826a	840a	361
433									750a	752a	805a	809a	812a	820a	826a	831a	845a	
477		R	727a	736a		744a		751a		757a	810a	814a	817a	825a	836a	841a	845a	HL 837a
482		R						756a		802a	815a	819a	822a	830a	836a	841a	845a	HL 854a
001					748a	757a				807a	820a	824a	827a	835a		848a	848a	
413		R						806a		812a	825a	829a	832a	840a	846a	851a	851a	HL 904a
009									815a	817a	830a	834a	837a	845a	851a	856a	906a	
002		R	752a	801a		809a		816a		822a	835a	839a	842a	850a	856a	901a	926a	HL 907a
464									825a	827a	840a	844a	847a	855a				HL 924a
481					813a	822a				832a	845a	849a	852a	900a	906a	911a		
410									835a	837a	850a	854a	857a	905a	911a	916a	929a	HL 929a
005			815a	824a		832a				842a	855a	859a	902a	910a	916a	921a	929a	
412									845a	847a	900a	903a	906a	914a	920a	925a	938a	HL 938a
007		R			830a	839a		846a		852a	905a	908a	911a	919a	925a	930a	946a	

Service: Weekday

Route: 1 Newark
 Garage: Hilton
 Direction: To Newark

Run	From	Nie	EXCH PLAC	COMM GRND	JONL SOAR	COMM MALL	HDSN CORR	RIVR TERM	EUCD LOCK	CHAP RAYM	PENN MKTS	MVRT BROD	SPFD MLKB	16AV 18ST	WEND 18TH	IVY HILL	Leave	To
441																		HL 936a
467			836a	845a		853a			856a	858a	910a	913a	916a	924a				HL 936a
010									906a	908a	920a	923a	926a	934a				HL 953a
425									911a	913a	925a	928a	931a	939a				HL 1003a
003										918a	930a	933a	936a	944a				HL 1006a
446																		HL 1013a
004									921a	923a	935a	938a	941a	949a				HL 1009a
006			905a	914a		923a			926a	928a	940a	943a	946a	954a				HL 1016a
471										933a	945a	948a	951a	959a				HL 1026a
433									938a	950a	953a	956a	959a	1004a				HL 1033a
012									941a	943a	955a	958a	1001a	1009a				HL 1033a
008		R			926a	936a		943a		948a	1000a	1003a	1006a	1014a				HL 1029a
011			930a	939a		948a			951a	953a	1005a	1008a	1011a	1019a				HL 1046a
005										958a	1010a	1013a	1016a	1024a				HL 1048a
002									1006a	1008a	1020a	1023a	1026a	1034a				HL 1049a
001		R			1006a	1016a		1023a	1016a	1018a	1030a	1033a	1036a	1044a				HL 1106a
007										1038a	1050a	1053a	1056a	1104a				HL 1133a
004									1046a	1048a	1100a	1103a	1106a	1114a				HL 1134a
009			1030a	1039a		1048a				1058a	1110a	1113a	1116a	1124a				HL 1157a
012									1106a	1108a	1120a	1123a	1126a	1134a				HL 1158a
006																		HL 1209p
010		R			1110a	1120a		1127a	1118a	1120a	1132a	1135a	1138a	1146a				HL 1234p
008									1142a	1144a	1156a	1159a	1202p	1210p				HL 1233p
003			1128a	1137a		1146a				1156a	1208p	1211p	1214p	1222p				HL 1246p
002									1206p	1208p	1220p	1223p	1226p	1234p				HL 1246p
004									1218p	1220p	1232p	1235p	1238p	1246p				HL 110p
005					1210p	1220p	1226p	1239p	1232p	1244p	1247p	1250p	1258p	1266p				HL 122p
014		R							1244p	1256p	1259p	102p	110p	116p				HL 139p
013			1228p	1237p		1246p			1256p	108p	111p	114p	122p	128p				HL 144p
006									106p	108p	120p	123p	126p	134p				HL 158p
007					1258p	108p	114p			120p	132p	135p	138p	146p				HL 213p
008									130p	132p	144p	147p	150p	158p				HL 226p
436									142p	144p	156p	159p	202p	210p				HL 250p
009			128p	137p		146p				156p	208p	211p	214p	222p				HL 250p

Service: Weekday

Route: 1 Newark
 Garage: Hilton
 Direction: To Newark

Run	From	Nie	EXCH PLAC	COMM GRND	JONL SOAR	COMM MALL	HDSN CORR	RIVR TERM	EUCD LOCK	CHAP RAYM	PENN MKTS	MRKT BROD	SPED MLKB	16AV 18ST	WEND 18TH	IVY HILL	Leave	To
015									206p	208p	220p	223p	226p	234p	246p	257p	249p	
439								218p	220p	232p	235p	238p	244p	252p	258p	303p	306p	
012	151pHL	R						221p	226p	238p	241p	244p	250p	258p	304p	309p	316p	
010								227p	232p	244p	247p	253p	256p	304p	310p	315p	309p	
430								236p	238p	250p	253p	256p	304p	310p	315p	315p	321p	HL 326p
402	228pHL									253p	256p	259p	307p	313p	318p	318p	350p	HL 335p
451									243p	245p	257p	300p	303p	311p	317p	322p	331p	
441	235pHL								243p	245p	300p	304p	307p	315p	321p	326p	341p	
011										300p	307p	311p	314p	322p	328p	333p	340p	HL 350p
412	249pHL									307p	311p	318p	321p	329p	335p	340p	350p	
417		R						302p	308p	321p	325p	328p	336p	342p	347p	356p	356p	
463									313p	315p	328p	332p	335p	343p	349p	354p	406p	
013									316p	323p	336p	340p	343p	351p	357p	402p	411p	
420									327p	329p	342p	346p	349p	357p	403p	408p	426p	
014									327p	329p	342p	346p	349p	357p	403p	408p	426p	
436									336p	349p	353p	356p	404p	410p	415p	421p	421p	
016									341p	343p	356p	400p	403p	411p	417p	422p	431p	
462		R							348p	350p	403p	407p	410p	418p	424p	429p	438p	
444									357p	357p	410p	414p	417p	425p	431p	436p	445p	
439									402p	404p	417p	421p	424p	432p	438p	443p	452p	
447									409p	411p	424p	428p	431p	439p	445p	450p	511p	
467									418p	431p	435p	438p	446p	452p	457p	516p	516p	
015		R							423p	425p	438p	442p	445p	453p	459p	504p	526p	
458	405pHL								426p	432p	445p	449p	452p	500p	506p	511p	536p	
471									437p	439p	452p	456p	459p	507p	513p	518p	541p	
412		R							444p	446p	459p	503p	506p	514p	520p	525p	551p	
421									447p	453p	506p	510p	513p	521p	527p	538p	538p	HL 533p
417		R							453p	459p	512p	516p	519p	527p	533p	538p	538p	HL 556p
425									503p	505p	518p	522p	525p	533p	539p	539p	550p	HL 545p
013									509p	511p	524p	528p	531p	539p	545p	550p	550p	HL 605p
430									515p	517p	530p	534p	537p	545p	551p	550p	550p	HL 557p
017	517pHL								523p	523p	536p	540p	543p	551p	557p	602p	613p	HL 615p
436									542p	542p	555p	559p	562p	610p	616p	621p	631p	HL 627p
016									533p	535p	548p	552p	555p	603p	609p	614p	614p	
430									540p	542p	555p	559p	602p	610p	616p	621p	631p	

Route: 1 Newark
Garage: Hilton
Direction: To Newark

Run	From	Nie	EXCH PLAC	COMM GRND	JONL SQAR	COMM MALL	HDSN CORR	RIVR TERM	EUCD LOCK	CHAP RAYM	PENN MKTS	MRKT BROD	SPFD MLKB	16AV 18ST	WEND 18TH	IVY HILL	Leave	To
441	.	R	511p	522p	534p	541p	550p	547p	600p	603p	606p	614p	620p	625p	638p	HL 638p		
444	.	R	511p	522p	534p	541p	550p	552p	605p	608p	611p	619p	625p	630p	HL 643p			
446	.	R	532p	544p	551p	557p	610p	613p	618p	621p	629p	635p	640p	656p	HL 648p			
474	605p	607p	620p	623p	626p	634p	645p	HL 658p			
451
447
014	.	R	542p	553p	604p	611p	610p	612p	625p	628p	631p	639p	650p	655p	HL 651p			
475
015	.	R	626p	638p	647p	653p	620p	622p	635p	638p	641p	649p	655p	700p	722p	HL 708p		
458
462	.	R	643p	653p	660p	630p	625p	627p	640p	643p	646p	654p	700p	705p	800p	HL 723p		
463
018	.	R	626p	638p	647p	653p	643p	637p	650p	653p	656p	704p	710p	715p	HL 728p			
467
017	.	R	643p	653p	660p	630p	625p	627p	640p	643p	646p	654p	700p	705p	800p	HL 734p		
474
016	.	R	643p	653p	660p	630p	625p	627p	640p	643p	646p	654p	700p	705p	800p	HL 750p		
471
471	.	R	710p	718p	725p	731p	643p	637p	650p	653p	656p	704p	710p	715p	HL 758p			
015
475	.	R	710p	718p	725p	731p	643p	637p	650p	653p	656p	704p	710p	715p	HL 821p			
474
016	.	R	812p	820p	826p	809p	811p	831p	840p	843p	845p	852p	858p	903p	925p	HL 836p		
020
018	.	R	912p	920p	927p	914p	916p	925p	928p	930p	937p	943p	948p	955p	HL 856p			
019	.	R	912p	920p	927p	935p	946p	955p	958p	1000p	1007p	1013p	1018p	1055p	HL 936p			
474
017	.	R	1015p	1023p	1029p	1008p	1010p	1019p	1022p	1024p	1031p	1037p	1042p	1055p	HL 1055p			
018
020	.	R	1106p	1114p	1121p	1108p	1110p	1119p	1122p	1124p	1131p	1137p	1142p	1200x	HL 1255x			
017
019
020	.	R	1106p	1114p	1121p	1208x	1210x	1219x	1222x	1224x	1231x	1237x	1242x	125x	HL 221x			
018
019	.	R	117x	125x	131x	105x	107x	116x	119x	121x	128x	134x	139x	200x	HL 331x			
020	.	R	227x	235x	241x	337x	346x	349x	351x	358x	404x	409x	422x	HL 422x	HL 331x			
020	.	R	318x	326x	332x	337x	346x	349x	351x	358x	404x	409x	422x	HL 422x	HL 422x			

NJ TRANSIT
Service: Weekday

Headway Report

Effective: 09/04/2012

Route: 1 Newark
Garage: Hilton
Direction: To Newark

Notes: R - Trip operates via River Terminal

1 2 3 4 5 6 7 8 9 10

Route: 6 Ocean Avenue - Journal Square
Garage: Greenville
Direction: To Journal Square (Jersey City)

Run	From	Nie	MERR	OCEN	COMM	GARF	LSP-	COMM	CNTY	JONL	Leave	To
		ETST	FULN	GRND	UNIO	R&R	GARF	PLZA	SOAR			
280	533aGV	535a	541a	547a				552a	558a	605a		
001	558aGV	600a	606a	612a				617a	623a	630a		
280					618a	623a	628a	632a	638a	645a		
002	623aGV	625a	631a	637a				642a	648a	700a		
281	638aGV	640a	646a	652a				657a	703a	715a		
280					658a	704a	709a	716a	722a	730a		
001		705a	713a	721a				730a	736a	745a		
281					730a	736a	741a	748a	754a	800a		
002		735a	743a	751a				800a	806a	815a		
001					800a	806a	811a	818a	824a	830a		
280		805a	813a	821a				830a	836a	845a		
002					830a	836a	841a	848a	854a	900a		
281		835a	843a	851a				900a	906a	920a		
280					900a	905a	910a	914a	920a	930a		
001		910a	916a	922a				927a	933a	955a		
281					933a	938a	943a	947a	953a	1000a		
002		950a	956a	1002a				1007a	1013a	1020a		
001					1008a	1013a	1018a	1022a	1028a	1100a		
002		1050a	1056a	1102a				1107a	1113a	1120a		
001					1113a	1118a	1123a	1127a	1133a	1200p		
002		1150a	1156a	1202p				1207p	1213p	1220p		
001					1213p	1218p	1223p	1227p	1233p	100p		
002		1250p	1256p	102p				107p	113p	120p		
001					113p	118p	123p	127p	133p			GV 157p
002		150p	156p	202p				207p	213p	220p		
282					213p	218p	223p	227p	233p	245p		
283	218pGV	220p	226p	232p				237p	243p	255p		
285	233pGV	235p	241p	247p				252p	258p	315p		
003	248pGV	250p	256p	302p				307p	313p	320p		
283					308p	313p	318p	322p	328p	349p		
282		320p	326p	332p				337p	343p	400p		
003					334p	340p	345p	352p	358p	419p		
285		350p	356p	402p				407p	413p	435p		
283					404p	410p	415p	422p	428p	449p		

Route: 6 Ocean Avenue - Journal Square
Garage: Greenville
Direction: To Journal Square (Jersey City)

Run	From	Net	MERR ETST	OCCN FULN	COMM GRND	GARF UNIO	LSP- R&R	COMM GARF	CNTY PLZA	JONL SOAR	Leave	To
284	418pGV		420p	426p	432p	434p	440p	445p	437p	443p	505p	
003			450p	456p	502p	504p	510p	515p	452p	458p	519p	
282			520p	526p	532p	504p	510p	515p	507p	513p	525p	
283			520p	526p	532p	504p	510p	515p	522p	528p	540p	
285			520p	526p	532p	504p	510p	515p	537p	543p	549p	
003			550p	556p	602p	534p	540p	545p	552p	558p	610p	
284			550p	556p	602p	534p	540p	545p	607p	613p	625p	
285			620p	626p	632p	604p	610p	615p	622p	628p	640p	
283			620p	626p	632p	604p	610p	615p	637p	643p	700p	
284			620p	626p	632p	604p	610p	615p	652p	658p	710p	
003			650p	656p	702p	534p	540p	545p	707p	713p	720p	
285			720p	726p	732p	534p	540p	545p	737p	743p	750p	
284			750p	756p	802p	723p	728p	733p	807p	813p	820p	GV 743p
003			850p	856p	902p	723p	728p	733p	907p	913p	920p	
003			950p	956p	1002p	723p	728p	733p	1007p	1013p	1020p	

Service: Weekday

Route: 6 Ocean Avenue - Journal Square
 Garage: Greenville
 Direction: To Merritt Street (Jersey City)

Run	From	Nile	JONL SQAR	CNTY PLZA	GRND COMM	OCCN FULN	MERR ETST	GARF UNIO	Leave	To
280	.	|	605a	611a	641a	647a	653a	617a	618a	
001	.	|	630a	636a	641a	647a	653a	617a	705a	
280	.	|	645a	651a	651a	657a	657a	657a	658a	
002	.	|	700a	706a	712a	720a	726a	729a	735a	
281	.	|	715a	721a	721a	726a	729a	729a	730a	
280	.	|	730a	736a	742a	750a	756a	759a	805a	
001	.	|	745a	751a	812a	820a	826a	759a	800a	
281	.	|	800a	806a	812a	820a	826a	832a	835a	
002	.	|	815a	821a	842a	850a	856a	829a	830a	
001	.	|	830a	836a	842a	850a	856a	829a	910a	
280	.	|	845a	851a	911a	917a	923a	859a	900a	
002	.	|	900a	906a	911a	917a	923a	859a	950a	
281	.	|	920a	926a	941a	947a	953a	932a	933a	
280	.	|	930a	936a	941a	947a	953a	932a	933a	
001	.	|	955a	1001a	1007a	1008a	1007a	1007a	1008a	GV 955a
281	.	|	1000a	1006a	1011a	1017a	1023a	1007a	1008a	GV 1025a
002	.	|	1020a	1026a	1031a	1037a	1043a	1007a	1008a	GV 1025a
001	.	|	1100a	1106a	1131a	1137a	1143a	1112a	1113a	
002	.	|	1120a	1126a	1131a	1137a	1143a	1112a	1113a	
001	.	|	1200p	1206p	1231p	1237p	1243p	1212p	1213p	
002	.	|	1220p	1226p	1231p	1237p	1243p	1212p	1213p	
001	.	|	100p	106p	131p	137p	143p	112p	113p	
002	.	|	120p	126p	131p	137p	143p	112p	113p	
282	.	|	245p	251p	256p	302p	308p	307p	320p	
283	.	|	255p	301p	326p	333p	340p	307p	308p	
285	.	|	315p	321p	326p	333p	340p	307p	308p	
003	.	|	320p	326p	333p	340p	340p	333p	350p	
283	.	|	349p	355p	355p	403p	404p	333p	334p	
282	.	|	400p	406p	414p	423p	430p	403p	450p	
003	.	|	419p	425p	449p	458p	505p	433p	434p	
285	.	|	435p	441p	449p	458p	505p	433p	520p	
283	.	|	449p	455p	455p	503p	504p	503p	504p	

Route: 6 Ocean Avenue - Journal Square
Garage: Greenville
Direction: To Merritt Street (Jersey City)

Run	From	Nie	JONL	CNTY	GRND	OCCN	MERR	GARF	Leave	To
			SOAR	PLZA	COMM	FULLN	ETST	UNIO		
284			505p	511p	519p	528p	535p		550p	
003		I	519p	525p	539p	548p	555p	533p	534p	GV 557p
282			525p	531p	539p	548p	555p			
283			540p	546p	554p	603p	610p		620p	
285		I	549p	555p				603p	604p	
003			610p	616p	624p	632p	638p		650p	
284		I	625p	631p	651p	657p	703p	637p	638p	
285			640p	646p	651p	657p	703p		720p	
283			700p	706p	711p	717p	723p			GV 725p
284		G	710p	716p				722p	723p	
003			720p	726p	731p	737p	743p		750p	
285			750p	756p	801p	807p	813p			GV 815p
003			820p	826p	831p	837p	843p		850p	
003			920p	926p	931p	937p	943p		950p	
003			1020p	1026p	1031p	1037p	1043p			GV1045p

Notes: G - Trip continues only as far as Communipaw Avenue at Garfield Avenue via Liberty State Park, Light Rail Station. Please use schedule "To Journal Square" side for trip times. Passengers boarding trips leaving Journal Square can continue their trip beyond Garfield Avenue at Union Street as far as Communipaw Avenue at Garfield Avenue without additional fare or getting off bus. Do not change destination sign at Garfield Avenue and Union Street for this trip only.
I - Passengers boarding trips leaving Journal Square can continue their trip beyond Garfield Avenue and Union Street as far as Communipaw Avenue at Garfield Avenue without additional fare or getting off bus. Passengers boarding at stops on Garfield Avenue before Union Avenue can continue to Journal Square without additional fare or getting off bus. Change destination sign and hit end of trip at Garfield Avenue at Union Street.

Route: 80 Greenville - Journal Square - Exchange Place
Garage: Greenville
Direction: To Exchange Place Terminal (Jersey City)

Run	From	Nte	GATE AVE	DANF WEST	WEST COMM	WEST SIP	JONL SQAR	EXCH PLAC	Leave	To
260	412aGV		412a	418a	426a		436a	450a	459a	
001	450aGV	S	450a	456a	504a		514a	528a	539a	
207	530aGV		530a	536a	544a		554a	608a	619a	
260			545a	551a	559a		609a	623a	634a	
217	600aGV		600a	606a	614a		624a	638a	647a	
214	615aGV		615a	621a	629a		639a	653a	700a	
001			625a	631a	639a		653a	710a	715a	
002	630aGV		630a	636a	645a		659a	716a	730a	
236	635aGV	S	635a	641a	650a		704a	739a	739a	
208	638aGV		638a	645a	654a		708a		742a	
003	642aGV		642a	649a	658a		712a	729a	745a	
242	645aGV	S	645a	652a	701a		715a	755a		
004	650aGV		650a	657a	706a		720a	737a	753a	
005	655aGV	S	655a	702a	711a		725a	800a	800a	
239	700aGV		700a	707a	716a		730a	747a	816a	
207		S	705a	712a	721a		735a	752a	800a	
219	710aGV		710a	717a	726a		740a	757a	831a	126
248	717aGV	S	717a	724a	733a		747a	804a	834a	
263	722aGV		722a	729a	738a		752a	809a	815a	
260			724a	731a	740a		754a		804a	
006	727aGV	S	727a	734a	743a		757a	814a	830a	
215	730aGV		730a	737a	746a		800a	817a	843a	126
265	733aGV		733a	740a	749a		803a	820a		GV 844a
217		S	736a	743a	752a		806a	823a	833a	126
236			739a	746a	755a		809a	826a		GV 850a
208			742a	749a	758a		812a		845a	126
268	745aGV	S	745a	752a	801a		815a	824a		
260			751a	758a	807a		818a	835a	845a	
214			755a	802a	811a		821a	838a	857a	126
242		S	802a	811a	818a		825a	900a		
005			800a	807a	816a		830a	846a	900a	
001		S	805a	812a	821a		834a		915a	
241			810a	817a	826a		840a	856a		GV 920a
239		S	816a	823a	832a		844a			GV 908a

Route: 80 Greenville - Journal Square - Exchange Place
Garage: Greenville
Direction: To Exchange Place Terminal (Jersey City)

Run	From	Nte	GATE AVE	DANF WEST	WEST COMM	WEST SIP	JONL SOAR	EXCH PLAC	Leave	To
002	.	.	822a	829a	838a	850a	850a	906a	915a	
226	.	S	828a	835a	844a	850a	856a	918a		GV 920a
248	.	.	841a	847a	850a	850a	902a	918a		GV 942a
003	.	.	840a	847a	856a	856a	908a	924a	935a	
004	.	.	850a	857a	906a	906a	918a	934a	955a	
242	.	.	900a	907a	916a	916a	928a	944a		GV1008a
001	.	.	915a	922a	931a	931a	943a	959a	1015a	
006	.	.	935a	942a	951a	951a	1003a	1019a	1035a	
005	.	.	955a	1002a	1011a	1011a	1023a	1039a	1055a	
002	.	.	1015a	1022a	1031a	1031a	1043a	1059a	1115a	
003	.	.	1035a	1042a	1051a	1051a	1103a	1119a	1135a	
004	.	.	1055a	1102a	1111a	1111a	1123a	1139a	1155a	
001	.	.	1115a	1122a	1131a	1131a	1143a	1159a	1215p	
006	.	.	1135a	1142a	1151a	1151a	1203p	1219p	1235p	
005	.	.	1155a	1202p	1211p	1211p	1223p	1239p	1255p	
002	.	.	1215p	1222p	1231p	1231p	1243p	1259p	115p	
003	.	.	1235p	1242p	1251p	1251p	103p	119p	135p	
004	.	.	1255p	102p	111p	111p	123p	139p	153p	
216	.	.	112pGV	112p	128p	128p	140p	156p	203p	
234	.	.	124pGV	124p	131p	140p	152p	208p	215p	
006	.	.	135p	142p	151p	151p	203p	219p	227p	
007	.	.	145pGV	145p	152p	201p	213p	229p	239p	
005	.	.	155p	202p	211p	211p	223p	238p		
244	.	.	205pGV	205p	212p	221p	233p	249p	257p	
255	.	.	215pGV	215p	222p	231p	243p	259p	308p	
212	.	.	225pGV	225p	232p	241p	253p	309p	315p	
222	.	.	235pGV	235p	242p	251p	303p	326p	326p	
226	.	.	245pGV	245p	252p	301p	313p	329p	339p	
008	.	S	255pGV	255p	302p	311p	323p	349p	338p	
216	.	.	305p	312p	321p	321p	333p	349p	403p	
234	.	S	315p	322p	331p	337p	343p	409p	350p	
233	.	.	325pGV	325p	332p	341p	353p	409p	415p	
203	.	S	335p	342p	351p	357p	403p	414p	414p	
219	.	.	345p	352p	401p		413p	429p	439p	

Service: Weekday

Route: 80 Greenville - Journal Square - Exchange Place
 Garage: Greenville
 Direction: To Exchange Place Terminal (Jersey City)

Run	From	Nie	GATE AVE	DANF WEST	WEST COMM	WEST SIP	JONL SQAR	EXCH PLAC	Leave	To
244	.	S	355p	402p	411p	417p	423p	449p	438p	
009	405pGV	.	405p	412p	421p	427p	433p	449p	503p	
212	.	S	415p	422p	431p	437p	443p	450p	450p	
207	.	.	425p	432p	441p	447p	453p	509p	527p	
226	.	S	435p	442p	451p	457p	503p	514p	514p	
007	.	.	445p	452p	501p	507p	513p	529p	539p	
203	.	S	455p	502p	511p	517p	523p	549p	538p	
222	.	.	505p	512p	521p	527p	533p	549p	603p	
244	.	S	515p	522p	531p	537p	543p	550p	550p	
010	525pGV	.	525p	532p	541p	547p	553p	609p	615p	
219	.	S	535p	542p	551p	557p	603p	614p	614p	
234	.	.	545p	552p	601p	607p	611p	625p	639p	
009	.	.	600p	606p	614p	620p	624p	638p	648p	
242	.	.	615p	621p	629p	635p	639p	653p	703p	
244	.	.	630p	636p	644p	650p	654p	708p	718p	
007	.	.	645p	651p	659p	665p	709p	723p	733p	
010	.	.	700p	706p	714p	720p	724p	738p	748p	
008	.	.	722p	728p	736p	742p	746p	800p	810p	
009	.	.	747p	753p	801p	807p	811p	825p	833p	
010	.	.	832p	838p	846p	852p	856p	910p	918p	
008	.	.	855p	901p	909p	915p	919p	933p	940p	
009	.	.	920p	926p	934p	940p	944p	958p	1005p	
010	.	.	1005p	1011p	1019p	1025p	1029p	1043p	1050p	
009	.	.	1050p	1056p	1104p	1110p	1114p	1128p	1135p	
010	.	.	1135p	1141p	1149p	1155p	1159p	1213x	1220x	

Notes: S - Trip operates via Sip Avenue.

Route: 80 Greenville - Journal Square - Exchange Place
Garage: Greenville
Direction: To Gates Avenue (Jersey City)

Run	From	Nie	EXCH PLAC	JONL SOAR	WEST SIP	WEST COMM	DAN AVE	GATE AVE	Leave	To
260	.	.	459a	514a	523a	531a	537a	545a		
001	.	.	539a	554a	603a	611a	617a	625a		
207	.	.	619a	634a	644a	652a	658a	705a		
260	.	.	634a	650a	702a	710a	716a	724a		
217	.	.	647a	704a	716a	724a	730a	736a		
214	.	.	700a	717a	729a	737a	743a	751a		
001	.	.	715a	732a	744a	752a	758a	805a		
002	.	.	730a	747a	759a	807a	813a	822a		
003	.	.	745a	802a	814a	822a	828a	840a		
004	.	S	753a	810a	816a	822a	830a	836a	850a	
207	.	.	800a	817a	829a	837a	843a	850a		GV 843a
268	.	S	815a	832a	830a	836a	844a	850a		GV 850a
263	.	.	830a	847a	844a	852a	858a	935a		GV 858a
006	.	.	845a	902a	859a	907a	913a	935a		
260	.	.	845a	902a	914a	922a	928a	928a		GV 928a
005	.	.	900a	916a	928a	936a	942a	955a		
002	.	.	915a	931a	943a	951a	957a	1015a		
003	.	.	935a	951a	1003a	1011a	1017a	1035a		
004	.	.	955a	1011a	1023a	1031a	1037a	1055a		
001	.	.	1015a	1031a	1043a	1051a	1057a	1115a		
006	.	.	1035a	1051a	1103a	1111a	1117a	1135a		
005	.	.	1055a	1111a	1123a	1131a	1137a	1155a		
002	.	.	1115a	1131a	1143a	1151a	1157a	1215p		
003	.	.	1135a	1151a	1203p	1211p	1217p	1235p		
004	.	.	1155a	1211p	1223p	1231p	1237p	1255p		
001	.	.	1215p	1231p	1243p	1251p	1257p			GV1257p
006	.	.	1235p	1251p	103p	111p	117p	135p		
005	.	.	1255p	111p	123p	131p	137p	155p		
002	.	.	115p	131p	143p	151p	157p			GV 157p
003	.	.	135p	151p	204p	212p	218p			GV 218p
004	.	.	153p	210p	224p	232p	238p			GV 238p
216	.	.	203p	220p	234p	242p	248p	305p		
234	.	.	215p	232p	246p	254p	300p	315p		
005	.	S	238p	238p	245p	252p	300p	306p		GV 306p

Route: 80 Greenville - Journal Square - Exchange Place
Garage: Greenville
Direction: To Gates Avenue (Jersey City)

Run	From	Nie	EXCH PLAC	JONL SOAR	WEST SIP	WEST COMM	DAN AVE	GATE AVE	Leave	To
006	209pGV	S	227p	244p	257p	258p	306p	312p	312p	GV 312p
203	209pGV	S	233p	250p	257p	304p	312p	318p	335p	
007	221pGV	S	239p	256p	310p	310p	318p	324p	402p	
219	221pGV	S	245p	302p	309p	316p	324p	330p	345p	
241	227pGV	S	251p	308p	322p	322p	330p	336p	427p	
244	239pGV	S	257p	314p	328p	328p	336p	342p	355p	
236	239pGV	S	303p	320p	334p	334p	342p	348p	410p	87
255		S	308p	325p	339p	339p	347p	353p	400p	87
222		S	326p	326p	333p	340p	348p	354p	426p	
212		S	315p	332p	346p	346p	354p	400p	415p	
008	303pGV	S	327p	338p	345p	352p	400p	406p	451p	
207	303pGV	S	327p	344p	357p	358p	406p	412p	425p	
234		S	339p	350p	357p	404p	412p	418p	502p	
226		S	339p	356p	409p	410p	418p	424p	435p	
007		S	402p	402p	409p	416p	424p	430p	445p	
214	327pGV	S	351p	408p	422p	422p	430p	436p	515p	126
223	333pGV	S	357p	414p	428p	428p	436p	442p	526p	
203		S	414p	414p	421p	428p	436p	442p	455p	
216		S	403p	420p	433p	434p	442p	448p	551p	
222		S	426p	426p	433p	440p	448p	454p	505p	
233		S	415p	432p	445p	446p	454p	500p	536p	126
244		S	438p	444p	452p	452p	500p	506p	515p	
241		S	427p	444p	458p	458p	506p	512p	600p	126
212		S	450p	450p	457p	504p	512p	518p	602p	
219		S	439p	456p	440p	440p	448p	454p	505p	
234		S	502p	502p	509p	516p	524p	530p	545p	
008		S	451p	508p	522p	522p	530p	536p	627p	
226		S	514p	514p	521p	528p	536p	542p	636p	
009		S	503p	520p	534p	534p	542p	548p	600p	
223		S	526p	526p	533p	540p	548p	554p	626p	
242	445pGV	S	515p	532p	546p	546p	554p	600p	615p	
203		S	538p	538p	545p	552p	600p	606p	GV 606p	
207		S	527p	544p	558p	558p	606p	612p	GV 612p	
244		S	550p	550p	557p	602p	610p	616p	630p	

Route: 80 Greenville - Journal Square - Exchange Place
Garage: Greenville
Direction: To Gates Avenue (Jersey City)

Run	From	Nie	EXCH PLAC	JONL SQAR	WEST SIP	WEST COMM	DAN AVE	GATE AVE	Leave	To
007	.	S	539P	556P	607P	606P	614P	620P	645P	GV 625P
212	.	S	551P	607P	616P	611P	619P	625P		GV 630P
216	.	S	603P	614P	619P	623P	631P	637P		GV 637P
219	.	S	603P	618P	627P	627P	635P	641P		GV 641P
222	.	S	615P	630P	631P	635P	643P	649P		GV 649P
010	.	S	615P	630P	639P	639P	647P	653P	700P	
226	.	S	627P	642P	641P	645P	653P	659P		GV 659P
008	.	S	627P	642P	651P	651P	659P	705P	722P	
232	.	S	648P	648P	653P	657P	705P	711P		GV 711P
234	.	S	639P	654P	631P	703P	711P	717P		GV 717P
009	.	S	648P	703P	712P	712P	720P	728P	747P	
242	.	S	703P	718P	727P	727P	735P	741P		GV 741P
244	.	S	718P	733P	742P	742P	750P	756P		GV 756P
007	.	S	733P	748P	757P	757P	805P	811P	850P	
010	.	S	748P	803P	812P	820P	820P	826P	832P	
008	.	S	810P	825P	834P	842P	842P	848P	855P	
009	.	S	833P	848P	857P	905P	911P	911P	920P	
007	.	S	850P	905P	914P	922P	928P	928P		GV 928P
010	.	S	918P	933P	942P	950P	956P	956P	1005P	
008	.	S	940P	955P	1004P	1004P	1012P	1018P		GV 1018P
009	.	S	1005P	1020P	1029P	1029P	1037P	1043P	1050P	
010	.	S	1050P	1105P	1114P	1114P	1122P	1128P	1135P	
009	.	S	1135P	1150P	1159P	1159P	1207X	1213X		GV 1213X
010	.	S	1220X	1235X	1244X	1244X	1252X	1258X		GV 1258X

Notes: S - Trip operates via Sip Avenue.

Route: 81 Bayonne - Jersey City
Garage: Greenville
Direction: To Exchange Place (Jersey City)

Run	From	Nie	1ST & AVEC	54ST AVEC	GATE AVE	GRND COMM	GRVE ST	EXCH PLAC	Leave	To
002			530a	544a	547a	558a	606a	610a	615a	
001			600a	614a	617a	628a	636a	640a	645a	
206		X	617a	635a			651a	655a	730a	
003			632a	650a			706a	710a	715a	
222			635a	653a	656a	707a	715a	719a	800a	
201		X	648a	706a			722a	726a	821a	
004		X	701a	719a			735a	739a	745a	
224	720a	GV			720a	731a	739a	743a	801a	126
237			705a	723a	726a	737a	745a	749a	808a	126
002		X	713a	731a			747a	751a	800a	
233		X	723a	741a			757a	801a	833a	
206		X	730a	748a			804a	808a	824a	126
261			732a	750a	753a	805a	813a	817a		GV 841a
001		X	741a	759a			815a	819a	830a	
264		X	748a	806a			822a	826a		GV 850a
266		X	758a	816a			832a	836a		GV 900a
222			800a	818a	821a	833a	841a	845a	900a	
003		X	807a	825a			841a	845a		
201		X	821a	839a			855a	859a		GV 923a
233			833a	851a	854a	906a	914a	918a		GV 942a
004		X	840a	858a			914a	918a	930a	
002			900a	918a	921a	933a	941a	945a	1000a	
001			930a	948a	951a	1003a	1011a	1015a	1030a	
003			1000a	1018a	1021a	1033a	1041a	1045a	1100a	
004			1030a	1048a	1051a	1103a	1111a	1115a	1130a	
002			1100a	1118a	1121a	1133a	1141a	1145a	1200p	
001			1130a	1148a	1151a	1203p	1211p	1215p	1230p	
003			1200p	1218p	1221p	1233p	1241p	1245p	100p	
004			1230p	1248p	1251p	103p	111p	115p	130p	
002R224			100p	118p	121p	133p	141p	145p	200p	
201			130p	148p	151p	203p	211p	215p	230p	
003R238			200p	218p	221p	233p	241p	245p	300p	
004R217			230p	248p	251p	303p	311p	315p	330p	
224			300p	318p	321p	333p	341p	345p	400p	

Service: Weekday

Route: 81 Bayonne - Jersey City
 Garage: Greenville
 Direction: To Exchange Place (Jersey City)

Run	From	Nte	1ST& AVEC	54ST AVEC	GATE AVE	GRND COMM	GRVE ST	EXCH PLAC	Leave	To
229	.	.	330p	348p	337p	349p	357p	401p	425p	
201	.	.	400p	418p	351p	403p	411p	415p	430p	
238	.	.	430p	448p	421p	433p	441p	445p	506p	
217	.	.	434p	452p	451p	503p	511p	515p	530p	
210	.	X	434p	452p	508p	508p	512p	512p	519p	
224	.	.	455p	513p	516p	528p	536p	540p	552p	
229	.	X	509p	527p	543p	543p	547p	547p	600p	
006	.	X	520p	538p	554p	554p	558p	558p	620p	
239	.	.	535p	553p	556p	608p	616p	620p	640p	
204	.	.	546p	604p	607p					GV 607p
238	.	X	548p	606p	622p	622p	625p	625p	630p	
210	.	.	558p	616p	619p	646p	654p	657p	700p	GV 619p
005	.	.	615p	632p	635p					GV 635p
217	.	.	616p	632p	635p					
245	.	X	623p	639p	655p	655p	658p	658p	705p	
224	.	.	631p	647p	650p					GV 650p
227	.	.	642p	658p	701p					GV 701p
229	.	.	644p	700p	703p					GV 703p
006	.	.	700p	716p	719p	730p	738p	741p	745p	
238	.	.	711p	727p	730p					GV 730p
239	.	.	716p	732p	735p					GV 735p
245	.	.	741p	757p	800p					GV 800p
005	.	.	745p	801p	804p	815p	823p	826p	830p	
006	.	.	830p	846p	849p	900p	908p	911p	915p	
005	.	.	915p	931p	934p	945p	953p	956p	1000p	
006	.	.	1000p	1016p	1019p	1030p	1038p	1041p	1045p	
005	.	.	1045p	1101p	1104p	1115p	1123p	1126p	1130p	
006	.	.	1130p	1146p	1149p	1200x	1208x	1211x	1215x	
005	.	.	1211x	1227x	1230x					GV 1230x
006	.	.	1256x	112x	115x					GV 115x

Notes: X - Express via N.J. Turnpike.

NJ TRANSIT

Headway Report

Effective: 09/01/2012

Service: Weekday

Route: 81 Bayonne - Jersey City
 Garage: Greenville
 Direction: To Bayonne

Run	From	Nie	EXCH PLAC	GRVE ST	GRND COMM	GATE AVE	54ST AVEC	15TR AVEC	Leave	To
002	510aGV					510a	513a	527a	530a	
001	540aGV					540a	543a	557a	600a	
206	557aGV					557a	600a	614a	617a	
003	612aGV					612a	615a	629a	632a	
222	615aGV					615a	618a	632a	635a	
004	628aGV					628a	631a	645a	648a	
004	637aGV					637a	640a	658a	701a	
002		615a		619a	627a	639a	642a	700a	713a	
237	641aGV					641a	644a	702a	705a	
233	659aGV					659a	702a	720a	723a	
261	708aGV					708a	711a	729a	732a	
001		645a		649a	657a	709a	712a	730a	741a	
264	724aGV					724a	727a	745a	748a	
266	734aGV					734a	737a	755a	758a	
003		715a		719a	727a	739a	742a	800a	807a	
004		745a		749a	757a	809a	812a	830a	840a	
002		800a		804a	812a	824a	827a	845a	900a	
001		830a		834a	842a	854a	857a	915a	930a	
003		900a		904a	912a	924a	927a	945a	1000a	
004		930a		934a	942a	954a	957a	1015a	1030a	
002		1000a		1004a	1012a	1024a	1027a	1045a	1100a	
001		1030a		1034a	1042a	1054a	1057a	1115a	1130a	
003		1100a		1104a	1112a	1124a	1127a	1145a	1200p	
004		1130a		1134a	1142a	1154a	1157a	1215p	1230p	
002		1200p		1204p	1212p	1224p	1227p	1245p	100p	
001R201		1230p		1234p	1242p	1254p	1257p	115p	130p	
003		100p		104p	112p	124p	127p	145p	200p	
004		130p		134p	142p	154p	157p	215p	230p	
224		200p		204p	212p	224p	227p	245p	300p	
201		230p		234p	242p	254p	257p	315p	330p	
229	235pGV		259p	303p	311p	323p	327p	345p	400p	
238		300p		304p	312p	324p	327p	345p	400p	
252	246pGV		310p	314p	322p	334p	342p	400p	412p	126
239	251pGV		315p	319p	327p	339p	342p	400p	452p	

Route: 81 Bayonne - Jersey City
Garage: Greenville
Direction: To Bayonne

Run	From	Nie	EXCH PLAC	GRVE ST	GRND COMM	GATE AVE	54ST AVEC	1ST& AVEC	Leave	To
217			330p	334p	342p	354p	357p	415p	430p	430p
210	321pGV		345p	349p	357p	409p	412p	430p	434p	434p
224			400p	404p	412p	424p	427p	445p	455p	455p
229		X	425p	429p	442p	454p	445p	503p	509p	509p
201R006			430p	434p	442p	454p	457p	515p	520p	520p
239		X	452p	456p	542p	554p	512p	530p	535p	535p
238		X	506p	510p	512p	524p	526p	544p	548p	548p
204	87		500p	504p	512p	524p	527p	545p	546p	546p
210		X	519p	523p			539p	557p	558p	558p
005	502pGV	X	532p	536p			552p	610p	615p	615p
217			530p	534p	542p	554p	557p	615p	616p	616p
245	87	X	542p	546p			602p	619p	623p	623p
224		X	552p	556p			612p	628p	631p	631p
227	87	X	605p	609p			625p	641p	642p	642p
229			600p	604p	612p	623p	626p	642p	644p	644p
006		X	620p	623p			639p	655p	700p	700p
238			630p	633p	640p	651p	654p	710p	711p	711p
239		X	640p	643p			659p	715p	716p	716p
005			700p	703p	710p	721p	724p	740p	745p	745p
245		X	705p	708p			724p	740p	741p	741p
006			745p	748p	755p	806p	809p	825p	830p	830p
005			830p	833p	840p	851p	854p	910p	915p	915p
006			915p	918p	925p	936p	939p	955p	1000p	1000p
005			1000p	1003p	1010p	1021p	1024p	1040p	1045p	1045p
006			1045p	1048p	1055p	1106p	1109p	1125p	1130p	1130p
005			1130p	1133p	1140p	1151p	1154p	1210x	1211x	1211x
006			1215x	1218x	1225x	1236x	1239x	1255x	1256x	1256x

Notes: X - Express via N.J. Turnpike.

Service: Weekday

Route: 87 Jersey City - Hoboken
 Garage: Greenville
 Direction: To Hoboken

Run	From	Nie	GATE AVE	COMM AVE	JONL SQAR	SUMM T8TH	31ST BLIN	UPS DRIV	PALL &FRK	HUDDS TERM	Leave	To
003	302aGV	D	302a	315a	323a	330a	338a	345a			415a	
001	332aGV	D	332a	345a	353a	400a	408a	415a			510a	
002	500aGV		500a	513a	521a				530a	542a	545a	126
202	515aGV		515a	528a	536a				545a	557a	616a	
204	530aGV		530a	543a	551a				600a	612a	620a	
205	542aGV		542a	555a	603a				612a	624a	632a	126
211	552aGV		552a	605a	613a				622a	635a	640a	
001	612aGV		602a	615a	623a				633a	649a	703a	
004	612aGV		612a	625a	634a						706a	
212	622aGV		622a	636a	647a				700a	716a	725a	
006	627aGV		627a	642a	653a						729a	
009	633aGV		633a	649a	700a				713a	729a	740a	
235	638aGV		638a	654a	705a						721a	
002	646aGV		642a	658a	709a				722a	738a	750a	
238	646aGV		646a	702a	713a						726a	
003	650aGV		650a	706a	717a						732a	
227	654aGV		654a	710a	721a				734a	750a	800a	80
243	657aGV		657a	713a	724a						743a	
005	700aGV		700a	716a	727a				740a	756a	805a	
244	702aGV		702a	718a	729a						759a	
226	704aGV		704a	720a	731a				744a	800a	828a	
004	708aGV		708a	724a	735a						748a	
241	710aGV		710a	726a	737a				750a	808a	810a	80
246	712aGV		712a	728a	739a						817a	
220	714aGV		714a	730a	741a						805a	
245	717aGV		717a	733a	744a				757a	813a	822a	126
204	720aGV		720a	736a	747a						815a	
221	723aGV		723a	739a	750a				803a	819a	829a	
231	726aGV		726a	742a	753a						808a	
006	729aGV		729a	745a	756a				809a	825a	835a	
249	733aGV		733a	749a	800a						845a	
267	735aGV		735a	751a	802a						825a	
007	737aGV		737a	753a	804a				817a	833a	845a	

NU TRANSIT
Service: Weekday

Headway Report

Effective: 09/01/2012

Route: 87 Jersey City - Hoboken
Garage: Greenville
Direction: To Hoboken

Run	From	Nte	GATE AVE	COMM AVE	JONL SCAR	SUMM T8TH	31ST BLIN	UPS DRIV	PALI &FRK	HUDS TERM	Leave	To
211			739a	755a	806a						821a	
251			741aGV	757a	808a						830a	126
250			744aGV	800a	811a						832a	126
008			747aGV	803a	814a				827a	843a	855a	
252			751aGV	807a	818a						836a	
253		755aGV	755a	811a	822a				835a	851a	900a	126
244			759a	815a	826a						905a	GV 350a
001			801a	817a	828a				841a	857a	905a	
220			805a	821a	832a						907a	GV 356a
235			809a	825a	836a				849a	905a	907a	126
238			813a	829a	840a						904a	GV 904a
003			817a	833a	844a				857a	913a	920a	
212			821a	837a	848a						912a	GV 912a
243			825a	841a	852a						916a	GV 916a
004			829a	845a	856a				909a	923a	935a	
009			833a	849a	900a						924a	GV 924a
245			837a	853a	904a						928a	GV 928a
002			841a	857a	908a				920a	933a	950a	
249			845a	901a	912a						936a	GV 936a
231			851a	907a	917a						941a	GV 941a
227			857a	913a	922a				932a	945a	1005a	GV 1005a
005			905a	920a	929a				939a	952a	1005a	
246			913a	926a	935a						959a	GV 959a
221			921a	934a	943a				953a	1006a	1015a	
006			930a	943a	952a				1002a	1015a	1025a	
007			940a	953a	1002a				1012a	1025a	1035a	
008			950a	1003a	1012a				1022a	1035a	1045a	
001			1000a	1013a	1022a				1032a	1045a	1055a	
003			1012a	1025a	1034a				1044a	1057a	1109a	
009		1024aGV	1024a	1037a	1046a				1056a	1109a	1121a	
004			1036a	1049a	1058a				1108a	1121a	1133a	
002			1048a	1101a	1110a				1120a	1133a	1145a	
005			1100a	1113a	1122a				1132a	1145a	1157a	
221			1112a	1125a	1134a				1144a	1157a	1209p	

NJ TRANSIT
Service: Weekday

Headway Report

Effective: 09/01/2012

Route: 87 Jersey City - Hoboken
Garage: Greenville
Direction: To Hoboken

Run	From	Nie	GATE AVE	COMM AVE	JONL SOAR	SUMM T8TH	31ST BLIN	UPS DRIV	PALI &FRK	HUDS TERM	Leave	To
006	.	.	1124a	1137a	1146a				1156a	1209p	1221p	
007	.	.	1136a	1149a	1158a				1208p	1221p	1233p	
008	.	.	1148a	1201p	1210p				1220p	1233p	1245p	
003	.	.	1200p	1213p	1222p				1232p	1245p	1257p	
009	.	.	1215p	1228p	1237p				1247p	100p	115p	
004	.	.	1230p	1243p	1252p				102p	115p	130p	
220	.	.	1245p	1258p	107p				117p	130p	145p	
005	.	.	100p	113p	122p				132p	145p	200p	
006	.	.	115p	128p	137p				147p	200p	215p	
007	.	.	130p	143p	152p				202p	215p	230p	
008	.	.	145p	158p	207p				217p	230p	242p	
215	.	.	200p	213p	222p				232p	245p	300p	
009	.	.	212p	225p	234p				244p	257p	312p	
227	.	.	224p	237p	246p				256p	309p	324p	
211	.	.	236p	249p	258p				308p	321p	336p	
220	.	.	248p	301p	310p				320p	333p	348p	
208	.	.	255p	308p	317p				330p	330p	330p	
253	.	.	300p	313p	322p				332p	345p	400p	
206	.	.	305p	318p	327p				342p	342p	342p	
245	.	.	310p	323p	332p				343p	356p	410p	
204	.	.	315p	328p	339p				354p	354p	354p	
230	.	.	320p	333p	344p				355p	408p	420p	
202	.	.	325p	339p	350p				406p	406p	406p	
213	.	.	330p	345p	356p				407p	420p	430p	
218	.	.	335p	350p	401p				416p	416p	416p	
237	.	.	340p	355p	406p				417p	430p	440p	
225	.	.	345p	400p	411p				420p	420p	420p	
240	.	.	350p	405p	416p				427p	440p	450p	
010	.	.	355p	410p	421p				428p	428p	428p	
255	.	.	400p	415p	426p				437p	450p	500p	
208	.	.	405p	420p	431p				439p	439p	439p	
236	.	.	80	410p	425p				447p	500p	510p	
012	.	.	415p	430p	441p				457p	449p	449p	
206	.	.	420p	435p	446p				510p	520p	520p	

Route: 87 Jersey City - Hoboken
Garage: Greenville
Direction: To Hoboken

Run	From	Nte	GATE AVE	COMM AVE	JONL SOAR	SUMM T8TH	31ST BLIN	UPS DRIV	PALI &FRK	HUDS TERM	Leave	To
227			425p	440p	451p				507p	520p	500p	
011	430pGV		430p	445p	456p				507p	520p	530p	
211			440p	455p	506p				517p	530p	535p	
220			450p	505p	516p				527p	540p	550p	
253			500p	515p	526p				537p	550p	600p	
010			510p	525p	536p				547p	600p	610p	
230			520p	535p	546p				557p	610p	620p	
012			530p	545p	556p				607p	620p	630p	
237			540p	555p	606p				617p	630p	640p	
240			550p	605p	616p				627p	640p	650p	
255			600p	615p	626p				637p	650p	700p	
236			615p	630p	641p				652p	705p		GV 725p
011			630p	645p	656p				707p	720p	730p	
253			700p	715p	726p				737p	750p	800p	
012			730p	745p	756p				807p	820p	836p	
255			800p	815p	826p				837p	850p	900p	
011			830p	845p	856p				907p	920p	930p	
010			905p	920p	931p				942p	955p	1005p	
012			945p	1000p	1008p				1017p	1029p	1035p	
011			1030p	1043p	1051p				1100p	1112p	1115p	
012			1130p	1143p	1151p				1200x	1212x	1215x	

Notes: D - Trip operates Mondays through Fridays only.

NU TRANSIT
Service: Weekday

Headway Report

Effective: 09/01/2012

Route: 87 Jersey City - Hoboken
Garage: Greenville
Direction: To Gates Avenue (Jersey City)

Run	From	Nie	HUDS TERM	FRNK WEBS	UPS OPP	SUMM T8TH	JONL SOAR	MONT HARR	GATE AVE	Leave	To
003	.	S			415a	430a	437a	445a	458a	602a	GV 458a
001	.	S			510a	525a	532a	540a	553a	602a	
002	.		545a	557a			608a	618a	634a	642a	
204	.		620a	633a			645a	655a	711a	717a	
211	.		640a	653a			705a	715a	731a	739a	
001	.		703a	716a			728a	738a	754a	801a	
235	.	F		721a			733a	743a	759a	809a	
238	.	F		726a			738a	748a	804a	813a	
003	.	F		732a			744a	754a	809a	817a	
212	.		725a	738a			750a	800a	814a	821a	
243	.	F		743a			755a	805a	819a	825a	
004	.	F		748a			800a	809a	823a	829a	
009	.		740a	753a			804a	813a	827a	833a	
245	.	F		758a			808a	817a	831a	837a	
002	.		750a	803a			813a	822a	836a	841a	
231	.	F		808a			818a	827a	841a	851a	
227	.		800a	813a			823a	832a	846a	857a	
005	.		805a	818a			828a	837a	851a	905a	
211	.	F		821a			831a	840a	854a		GV 854a
267	.	F		825a			835a	844a	858a		GV 858a
246	.		817a	830a			840a	849a	903a	913a	
252	.	F		836a			846a	855a	909a		GV 909a
221	.		829a	842a			852a	901a	915a	921a	
006	.		835a	848a			858a	907a	921a	930a	
007	.		845a	858a			908a	917a	931a	940a	
008	.		855a	908a			918a	927a	941a	950a	
001	.		905a	918a			928a	937a	951a	1000a	
003	.		920a	933a			943a	952a	1006a	1012a	
004	.		935a	948a			958a	1007a	1021a	1036a	
002	.		950a	1003a			1013a	1022a	1036a	1048a	
005	.		1005a	1018a			1028a	1037a	1051a	1100a	
221	.		1015a	1028a			1038a	1047a	1101a	1112a	
006	.		1025a	1038a			1048a	1057a	1111a	1124a	
007	.		1035a	1048a			1058a	1107a	1121a	1136a	

NU TRANSIT
Service: Weekday

Headway Report

Effective: 09/01/2012

Route: 87 Jersey City - Hoboken
Garage: Greenville
Direction: To Gates Avenue (Jersey City)

Run	From	Ne	HUDS TERM	FRNK WEBS	UPS OPP	SUMM T8TH	JOINL SOAR	MONT HARR	GATE AVE	Leave	To
008	.	.	1045a	1058a			1108a	1117a	1131a	1148a	
001	.	.	1055a	1108a			1118a	1127a	1141a	1148a	GV1141a
003	.	.	1109a	1122a			1132a	1141a	1155a	1200p	
009	.	.	1121a	1134a			1144a	1153a	1207p	1215p	
004	.	.	1133a	1146a			1156a	1205p	1219p	1230p	
002	.	.	1145a	1158a			1208p	1217p	1231p		GV1231p
005	.	.	1157a	1210p			1220p	1229p	1243p	100p	
221	.	.	1209p	1222p			1232p	1241p	1255p		GV1255p
006	.	.	1221p	1234p			1244p	1253p	107p	115p	
007	.	.	1233p	1246p			1256p	105p	119p	130p	
008	.	.	1245p	1258p			108p	117p	131p	145p	
003	.	.	1257p	110p			120p	129p	143p		GV 143p
009	.	.	115p	128p			138p	147p	201p	212p	
004	.	.	130p	143p			153p	202p	216p		GV 216p
220	.	.	145p	158p			208p	217p	231p	248p	
005	.	.	200p	213p			223p	232p	246p		GV 246p
006	.	.	215p	228p			238p	247p	301p		GV 301p
007	.	.	230p	243p			253p	302p	316p		GV 316p
008	.	.	242p	255p			305p	314p	328p		GV 328p
240	.	.	250p	303p			313p	322p	337p	350p	
010	.	.	256pGV								
215	.	.	300p	313p			320p	329p	345p	355p	
208	.	.					323p	332p	348p	432p	
009	.	.	312p	325p			330p	340p	356p	405p	
206	.	.					335p	345p	401p		GV 401p
	.	.					342p	352p	408p	420p	
227	.	.	324p	338p			348p	358p	414p	425p	
204	.	.					354p	404p	420p	500p	
211	.	.	336p	350p			400p	410p	426p	440p	81
202	.	.					406p	416p	432p	540p	
220	.	.	348p	402p			412p	422p	438p	450p	
218	.	.					416p	426p	442p	510p	
225	.	.					420p	430p	446p	530p	
253	.	.	400p	414p			424p	434p	450p	500p	
010	.	.					428p	438p	454p	510p	

NJ TRANSIT
Service: Weekday

Headway Report

Effective:

09/01/2012

Route: 87 Jersey City - Hoboken
Garage: Greenville
Direction: To Gates Avenue (Jersey City)

Run	From	Nte	HUDS TERM	FRNK WEBS	UPS OPP	SUMM T8TH	JOINL SOAR	MONT HARR	GATE AVE	Leave	To
215			410p	424p			432p	442p	458p	540p	
245			410p	424p			434p	444p	500p	542p	81
208			420p	434p			439p	449p	505p	550p	
230			420p	434p			444p	454p	510p	520p	
012							449p	459p	515p	530p	
213			430p	444p			454p	504p	520p	600p	
227			440p	454p			500p	510p	526p	605p	81
237			440p	454p			504p	514p	530p	540p	
218			450p	504p			510p	520p	536p	610p	
240							514p	524p	540p	550p	
271		456pGV	500p	514p			520p	530p	546p	620p	
255			500p	514p			524p	534p	550p	600p	
225			510p	524p			530p	540p	556p	629p	
236			510p	524p			534p	544p	600p	615p	
202							540p	550p	606p		GV 606p
206			520p	534p			544p	554p	610p	620p	GV 610p
208			530p	544p			550p	600p	616p		GV 616p
011			530p	544p			554p	604p	620p	630p	
211			535p	549p			559p	609p	625p		GV 625p
213							600p	610p	626p		GV 626p
215			540p	554p			604p	614p	630p		GV 630p
218			550p	604p			610p	620p	636p		GV 636p
220			600p	614p			614p	624p	639p		GV 639p
271			600p	614p			620p	630p	645p		GV 645p
253							624p	634p	649p	700p	
225			610p	624p			629p	639p	654p		GV 654p
010			620p	633p			634p	644p	659p	748p	
230			630p	642p			644p	654p	709p		GV 709p
012			640p	652p			653p	703p	718p	730p	
237							703p	713p	728p		GV 728p
240			650p	702p			713p	723p	738p		GV 738p
255			700p	712p			723p	733p	748p	800p	
247		126	715p	727p			738p	748p	803p		GV 803p
011			730p	742p			753p	803p	818p	830p	

Route: 87 Jersey City - Hoboken
Garage: Greenville
Direction: To Gates Avenue (Jersey City)

Run	From	Nte	HUDS TERM	FRNK WEBS	UPS OPP	SUMM T8TH	JONL SCAR	MONT HARR	GATE AVE.	Leave	To
251	126		742p	754p			805p	815p	830p		GV 830p
010			748p	800p			811p	821p	836p	905p	
253			800p	812p			823p	833p	848p		GV 848p
254			812p	824p			835p	845p	900p		GV 900p
275			824p	836p			847p			915p	
012			836p	848p			859p	909p	924p	945p	
274	126		848p	900p			911p	921p	936p		GV 936p
255			900p	912p			923p	933p	948p		GV 948p
275			915p	927p			938p	948p	1003p		GV1003p
011			930p	942p			953p	1002p	1015p	1030p	
010			1005p	1017p			1026p	1034p	1047p		GV1047p
012			1035p	1047p			1056p	1104p	1117p	1130p	
011			1115p	1127p			1136p	1144p	1157p		GV1157p
012			1215x	1227x			1236x	1244x	1257x		GV1257x

Notes: F - Trip departs Christ Hospital 4 minutes prior to the start of next trip and deadheads via Palisade Avenue to Franklin Street and begins service at bus stop on Franklin Street at Webster Street, then via Franklin Street to Central Avenue and regular route to Gates Avenue.
S - Trip operates Monday through Saturdays only.

NJ TRANSIT
 Service: Weekday

Headway Report

Effective: 09/01/2012

Route: 120 Bayonne - New York Downtown
 Garage: Greenville
 Direction: To Downtown New York

Run	From	Nie	1ST & AVEC	33RD AVEC	54ST AVEC	NYC- BTRY	Leave	To
210	525aGV	545a	557a	603a	645a	735a		
223	555aGV	615a	627a	633a	715a	805a		
218	625aGV	645a	657a	703a	745a	835a		
230	650aGV	710a	722a	728a	810a	845a		126
210		735a	747a	753a	835a			GV 910a
223		805a	817a	823a	905a			GV 940a
218		835a	847a	853a	935a			GV1010a

NJ TRANSIT
Service: Weekday

Headway Report

Effective: 09/01/2012

Run	From	Nte	GREEN BTRY	CHUR WARR	54ST AVEC	1ST& AVEC	Leave	To
231	300pGV	L	335p	341p	416p	435p	550p	
243	345pGV	L	420p	426p	501p	520p	635p	
205	415pGV	L	450p	456p	531p	550p		GV 610p
221	445pGV	L	520p	526p	601p	620p		GV 640p
231		L	550p	556p	631p	650p		GV 710p
243		L	635p	641p	716p	735p		GV 755p

Notes: L - Trips may operate ahead of schedule in New Jersey. (PM trips ONLY).

Saturday Ridership

13 Month Median Weekday Ridership - Saturday															
LINE	11-Sep	11-Oct	11-Nov	11-Dec	12-Jan	12-Feb	12-Mar	12-Apr	12-May	12-Jun	12-Jul	12-Aug	12-Sep	09/12 VS 09/11	Median
1	7,834	7,306	8,057	8,049	7,273	7,737	7,617	7,924	8,105	7,643	7,477	7,775	7,943	1.4%	7,775
6	549	524	508	535	489	549	518	544	521	536	514	545	583	6.3%	535
80	2,429	2,541	2,444	2,306	2,186	2,434	2,350	2,324	2,320	2,369	2,178	2,245	2,161	-11.0%	2,324
81	1,183	1,155	1,213	1,056	992	1,093	1,144	1,151	1,292	1,206	1,143	1,241	1,341	13.4%	1,155
87	4,928	4,757	4,887	4,883	4,539	4,946	4,705	4,859	4,786	4,802	4,369	4,669	5,342	8.4%	4,802

LINE: 1
DIRECTION: IN
TRIP DATE: 09/15/12

FROM 09/15/12 TO 09/15/12
0001A - 1159P

ORIGIN ZONE: 03
DEST ZONE: 02 01 03 02 02 01 03 01 01 01 01 01 TL

START	RUN	TRIP#	BUS #	03	02	01	03	02	02	01	03	01	01	01	01	TL
7	17	7	1478	0	0	0	0	20	17	0	0	0	0	0	37	
25	19	4	1480	2	5	0	0	10	2	0	0	0	0	0	19	
33	20	5	1430	0	0	0	0	4	0	0	0	0	0	0	4	
102	18	8	1490	4	5	0	0	11	4	0	0	0	1	1	25	
114	20	6	1430	0	0	0	0	14	6	0	0	0	0	0	20	
245	19	6	1480	0	3	0	0	16	3	0	0	0	0	0	22	
258	20	8	1430	0	2	0	0	3	6	0	0	0	0	0	24	
430	101	1	1478	0	0	0	0	8	17	0	0	0	2	0	24	
503	102	3	5990	0	0	0	0	0	5	0	0	0	0	0	13	
541	101	2	1478	0	0	0	0	0	8	0	0	0	5	0	82	
558	103	2	5813	0	0	0	0	23	52	0	0	0	0	0	24	
600	901	1	5814	0	0	0	0	58	1	0	0	0	0	0	58	
651	104	1	1475	0	0	0	0	0	16	0	0	0	15	0	31	
655	501	2	1484	0	0	0	0	48	0	0	0	0	0	0	48	
701	105	1	1474	2	8	0	10	35	29	0	0	0	3	2	87	
710	102	5	5990	12	41	0	4	32	11	0	0	0	2	2	102	
722	101	3	1478	0	0	0	0	0	22	0	0	0	20	1	42	
749	103	4	5813	4	19	0	2	34	6	0	0	0	1	1	66	
812	101	4	1478	0	0	0	0	17	38	0	0	0	2	0	40	
843	104	3	1475	0	11	0	1	0	20	0	0	0	0	0	51	
845	501	4	1474	0	0	0	0	39	6	0	0	0	4	0	49	
907	101	5	1478	0	0	0	10	0	39	0	0	0	1	1	50	
917	509	2	5818	3	13	0	0	43	0	0	0	0	2	2	61	
925	102	7	5990	0	0	0	0	37	12	0	0	0	11	0	60	
936	11	1	5821	50	0	0	1	0	0	0	0	0	0	0	72	
942	9	2	5812	4	5	0	4	32	10	0	0	0	7	7	62	
947	105	3	1474	0	0	0	0	17	2	0	0	0	4	4	41	
955	8	2	1451	0	0	0	0	54	7	0	0	0	17	4	62	
1013	103	6	5813	0	0	0	0	30	4	0	0	0	2	2	36	
1015	104	4	1475	4	10	0	0	24	2	0	0	0	1	1	41	
1024	101	6	1478	0	0	0	15	47	54	0	0	0	4	4	73	
1123	10	2	5823	0	0	0	0	11	10	0	0	0	0	0	47	
1135	104	5	1475	0	0	0	0	7	1	0	0	0	50	0	71	
1142	105	5	1474	0	0	0	0	53	15	0	0	0	12	2	20	
1151	102	9	5990	1	14	0	2	54	9	0	0	0	2	2	87	
1153	8	4	1451	0	0	0	0	20	5	0	0	0	3	3	72	
1208	103	8	5813	0	0	0	0	0	5	0	0	0	0	0	28	
1237	11	3	5821	47	3	0	0	0	13	0	0	0	5	5	50	
1245	9	4	5812	2	17	0	2	35	0	0	0	0	0	0	74	
1248	105	6	1474	0	0	0	0	0	13	0	0	0	0	0	50	
1306	10	4	5823	0	0	0	0	63	0	0	0	0	38	1	38	
1316	514	1	1449	44	8	0	0	0	1	0	0	0	0	0	65	

LINE: 1
DIRECTION: IN
TRIP DATE: 09/15/12

FROM 09/15/12 TO 09/15/12
0001A - 1159P

ORIGIN ZONE: 03 03 03 02 02 02 01 03 01 01 01 01 TO
DEST ZONE: 03 02 01 03 02 01 03 02 01 01 01 TL

START	RUN	TRIP#	BUS #	03	02	01	03	02	01	03	02	01	01	01	TL
1323	11	4	5821	0	0	0	0	54	0	0	0	0	0	1	54
1327	13	2	5814	3	11	0	0	51	21	0	0	0	0	1	88
1331	14	4	1484	0	0	0	0	0	0	0	0	0	0	49	49
1331	104	7	1475	0	0	0	0	8	18	0	0	0	0	44	70
1350	105	7	1474	0	0	4	0	13	3	0	0	0	0	48	68
1356	8	6	1451	0	0	0	0	38	6	0	0	0	0	6	50
1418	10	5	5823	0	0	0	0	28	0	0	0	0	0	8	36
1426	446	2	5804	2	21	0	0	47	1	0	0	0	0	2	73
1427	514	2	1449	47	8	0	0	0	0	0	0	0	0	2	55
1430	11	5	5821	52	12	0	0	0	0	0	0	0	0	4	64
1459	16	2	1478	3	18	1	0	48	21	0	0	0	0	4	95
1504	517	1	1486	0	0	0	0	0	28	0	0	0	0	41	69
1507	10	6	5823	0	0	0	0	6	0	0	0	0	0	50	56
1550	9	8	5812	8	24	0	0	52	20	0	0	0	0	6	114
1556	8	8	1451	0	0	0	0	36	1	0	0	0	0	0	37
1624	11	7	5821	29	10	0	0	0	31	0	0	0	0	9	39
1634	517	2	1486	0	0	0	0	0	0	0	0	0	0	0	40
1712	10	8	5823	0	0	0	0	6	0	0	0	0	0	35	41
1714	13	4	5818	0	0	0	0	34	4	0	0	0	0	2	40
1723	446	4	5804	4	9	0	0	38	7	0	0	0	0	3	61
1750	16	4	1478	0	0	0	0	41	19	0	0	0	0	2	62
1801	29	2	1325	5	20	10	0	20	15	0	0	0	0	2	72
1804	17	2	1475	5	15	9	0	12	9	0	0	0	0	0	50
1820	18	2	1418	0	0	0	0	81	1	0	0	0	0	2	84
1854	12	6	1458	0	0	0	0	29	6	0	0	0	0	0	35
1907	13	6	5818	0	0	0	0	28	12	0	0	0	0	4	44
1914	18	3	1418	0	0	0	0	80	8	0	0	0	0	27	107
2010	17	4	1475	0	0	0	0	28	0	0	0	0	0	3	36
2017	446	6	5804	1	7	2	0	36	7	0	0	0	0	3	56
2022	18	4	1418	0	0	0	0	64	0	0	0	0	0	0	64
2056	19	2	1476	0	0	0	0	41	11	0	0	0	0	0	52
2111	16	6	1478	1	27	0	0	34	12	0	0	0	0	5	74
2200	18	6	1418	0	0	0	0	30	0	0	0	0	0	5	35
2230	19	4	1476	0	0	0	0	39	3	0	0	0	0	2	44
2232	17	6	1475	0	10	1	0	34	15	0	0	0	0	0	60
2325	18	8	1418	0	0	0	0	39	3	0	0	0	0	0	42
TOTAL:		341	377	110	3	1994	727	1	2	579	4134				

LINE: 1
DIRECTION: OU
TRIP DATE: 09/15/12

FROM 09/15/12 TO 09/15/12
0001A - 1159P

ORIGIN ZONE: 01 01 01 02 02 02 03 02 03 03 TL
DEST ZONE: 01 02 03 01 02 03 02 03 03 TL

START	RUN	TRIP#	BUS #	5	3	0	0	0	22	0	0	0	0	30
1605	10	7	5823	37	0	1	0	0	124	12	3	14	191	
1629	116	1	1474	34	10	0	0	0	0	0	0	0	44	
1642	14	6	1484	7	16	0	0	0	54	0	0	0	77	
1644	16	3	1478	14	0	0	0	0	5	2	0	7	36	
1652	29	1	1325	3	9	2	0	0	0	0	0	0	14	
1655	13	3	5818	14	5	0	0	0	88	3	0	0	107	
1657	18	1	1418	0	0	0	0	0	25	0	0	0	28	
1722	11	8	5821	91	0	0	0	0	0	0	0	0	97	
1754	12	5	1458	4	3	0	0	0	12	0	0	2	21	
1802	13	5	5818	48	3	3	0	0	0	0	0	0	54	
1814	14	7	1484	10	7	0	0	0	41	6	0	0	64	
1839	446	5	5804	7	7	1	0	0	9	18	0	7	49	
1854	16	5	1478	1	5	0	0	0	19	0	0	0	25	
1922	17	3	1475	71	2	0	0	0	0	0	0	0	73	
1928	14	8	1484	14	6	0	0	0	41	0	0	0	61	
1949	19	1	1476	0	0	3	0	0	0	0	0	5	8	
2003	119	1	5823	0	0	9	0	0	0	0	0	52	61	
2053	119	2	5823	0	0	7	0	0	7	17	0	6	67	
2105	17	5	1475	6	24	0	0	0	57	0	0	71	71	
2112	18	5	1418	11	3	0	0	0	32	0	0	0	48	
2141	19	3	1476	5	11	0	0	0	0	2	0	23	28	
2202	119	3	5823	0	0	3	0	0	0	0	0	0	41	
2241	18	7	1418	16	1	0	0	0	24	0	0	36	42	
2256	119	4	5823	0	0	0	0	0	0	6	0	0	23	
2335	19	5	1476	9	7	0	0	0	7	0	0	0	23	

TOTAL: 1134 603 64 1 1677 289 31 239 4038
TOTAL TRIPS: 145

BFARBYZN

NJ TRANSIT
FAREBOX PASSENGER COUNT BY TRIP

FROM 09/22/12 TO 09/22/12
0001A - 1159P

LINE: 6
DIRECTION: IN
TRIP DATE: 09/22/12

ORIGIN ZONE: 01 TO
DEST ZONE: 01 TL

START	RUN	TRIP#	BUS #	11	11
555	1	1	5275	11	11
615	1	2	5275	2	2
653	1	3	5275	9	9
714	1	4	5275	14	14
739	1	5	5275	15	15
816	1	6	5275	14	14
853	1	7	5275	30	30
918	1	8	5275	6	6
941	1	9	5275	26	26
1021	1	10	5275	13	13
1042	1	11	5275	26	26
1119	1	12	5275	21	21
1148	1	13	5275	24	24
1217	1	14	5275	26	26
1247	1	15	5275	18	18
1319	1	16	5275	32	32
1338	2	1	5250	21	21
1423	2	2	5250	26	26
1452	2	3	5250	5	5
1524	2	4	5250	29	29
1553	2	5	5250	21	21
1626	2	6	5250	26	26
1654	2	7	5250	6	6
1720	2	8	5250	19	19
1753	2	9	5250	12	12
1824	2	10	5250	34	34
1907	2	11	5250	5	5
1932	2	12	5250	10	10
1959	2	13	5250	12	12
2025	2	14	5250	19	19
2103	2	15	5250	15	15
2128	2	16	5250	16	16
2155	2	17	5250	11	11
2223	2	18	5250	9	9

TOTAL: 34
TOTAL TRIPS: 34

583 583

LINE: 80
DIRECTION: IN
TRIP DATE: 09/22/12
FROM 09/22/12 TO 09/22/12
0001A - 1159P

ORIGIN ZONE: 01 TO
DEST ZONE: 01 TL

START	RUN	TRIP#	BUS #		
22	10	10	5245	38	38
531	52	1	5268	13	13
602	53	1	5705	28	28
608	52	2	5268	26	26
637	54	1	5310	26	26
638	53	2	5705	9	9
710	54	2	5310	9	9
719	53	3	5705	57	57
746	52	3	5268	17	17
752	54	3	5310	38	38
817	262	1	5266	64	64
832	54	4	5310	33	33
849	52	4	5268	46	46
918	262	2	5266	13	13
920	53	4	5705	123	123
928	54	5	5310	48	48
943	52	5	5268	22	22
1033	52	6	5268	58	58
1045	54	6	5310	34	34
1112	52	7	5268	23	23
1135	53	5	5705	8	8
1141	8	1	5260	41	41
1156	53	6	5705	93	93
1207	52	8	5268	48	48
1240	8	2	5260	30	30
1250	54	7	5310	53	53
1310	52	9	5268	35	35
1330	8	3	5260	48	48
1345	54	8	5310	62	62
1424	8	4	5260	49	49
1428	53	7	5705	10	10
1434	54	9	5310	42	42
1455	53	8	5705	52	52
1515	8	5	5260	42	42
1530	54	10	5310	31	31
1548	10	1	5400	33	33
1609	8	6	5260	49	49
1618	9	1	5705	28	28
1638	10	2	5400	85	85
1702	8	7	5260	31	31
1707	9	2	5705	36	36
1735	10	3	5400	28	28

BFARBYZN

NJ TRANSIT
FAREBOX PASSENGER COUNT BY TRIP

LINE: 80
DIRECTION: IN
TRIP DATE: 09/22/12

FROM 09/22/12 TO 09/22/12
0001A - 1159P

ORIGIN ZONE: 01 TO
DEST ZONE: 01 TL

START	RUN	TRIP#	BUS #		
1753	8	8	5260	27	27
1803	9	3	5705	40	40
1826	10	4	5400	49	49
1843	8	9	5260	16	16
1854	9	4	5705	34	34
1913	10	5	5400	29	29
1938	8	10	5260	21	21
1945	9	5	5705	27	27
2006	10	6	5400	30	30
2046	9	6	5705	32	32
2046	10	7	5400	22	22
2130	9	7	5705	16	16
2130	10	8	5400	44	44
2212	9	8	5705	28	28
2213	10	9	5400	21	21
2252	10	10	5400	18	18
2255	9	9	5705	6	6
2328	10	11	5400	7	7
2339	9	10	5705	35	35
TOTAL:				2161	2161
TOTAL TRIPS:				61	

LINE: 81
DIRECTION: IN
TRIP DATE: 09/01/12

FROM 09/01/12 TO 09/01/12
0001A - 1159P

ORIGIN ZONE: 02 02 01 01 01 TO
DEST ZONE: 02 01 02 01 01 TL

START	RUN	TRIP#	BUS #	12	5	3	0	0	20
18	6	10	5725	0	1	0	0	0	1
31	5	10	5251	4	0	0	0	0	4
510	52	1	5259	3	0	0	0	0	3
539	51	1	5725	0	2	0	0	11	13
600	51	2	5725	2	0	0	0	0	2
611	53	1	5719	12	5	0	0	0	17
631	53	2	5719	3	3	0	0	24	30
731	51	4	5725	23	7	0	0	0	30
759	53	4	5719	15	0	0	0	0	15
843	53	5	5719	36	6	0	0	0	42
901	51	6	5725	31	7	0	0	0	38
938	53	6	5719	30	3	0	0	0	36
1039	53	7	5719	3	8	0	0	25	36
1102	51	8	5725	13	1	0	0	0	14
1138	53	8	5719	18	3	0	0	0	21
1205	54	1	5719	21	8	0	0	0	29
1244	54	2	5719	8	6	0	0	0	14
1259	51	10	5725	0	0	0	0	15	15
1324	5	1	5725	23	2	0	0	0	25
1341	54	3	5719	9	2	0	0	0	11
1351	53	1	5259	19	9	0	0	0	28
1414	53	2	5259	32	7	0	0	0	39
1442	54	4	5719	11	21	0	0	0	32
1447	5	3	5725	43	6	4	0	0	53
1518	53	5	5259	13	4	0	0	0	17
1543	54	5	5719	5	0	0	0	3	14
1556	56	1	5259	10	1	0	0	0	14
1618	56	2	5259	37	2	0	0	0	39
1640	54	6	5719	10	9	0	0	0	19
1649	5	5	5725	19	11	0	0	0	30
1742	54	7	5719	3	5	0	0	0	8
1807	56	4	5259	20	0	0	0	2	25
1840	54	8	5719	0	0	0	0	0	2
1846	56	4	5268	20	8	0	0	18	28
1848	5	7	5725	2	5	0	0	0	15
2004	56	6	5268	2	4	0	0	9	20
2201	56	8	5268	5	6	4	4	5	20
2248	56	9	5268						
TOTAL:				517	172	14	112	815	

LINE: 81
DIRECTION: OU
TRIP DATE: 09/01/12

FROM 09/01/12 TO 09/01/12
0001A - 1159P

ORIGIN ZONE: 01 01 02 02 02 TL
DEST ZONE: 01 02 01 02 02 TL

START	RUN	TRIP#	BUS #	3	7	0	0	0	10
528	52	2	5259	3	7	0	0	0	10
607	52	3	5259	0	5	0	1	1	6
644	51	3	5725	5	5	0	3	13	13
650	52	4	5259	6	6	0	8	20	20
711	53	3	5719	0	4	0	4	8	8
749	52	5	5259	1	1	0	13	15	15
818	51	5	5725	6	2	0	4	12	12
825	52	6	5259	1	11	0	32	44	44
922	52	7	5259	14	6	0	44	64	64
959	51	7	5725	24	9	0	5	38	38
1124	52	8	5259	71	20	0	0	91	91
1203	51	9	5725	5	9	0	18	32	32
1324	52	9	5259	8	4	1	12	25	25
1401	5	2	5725	0	36	0	0	36	36
1549	5	4	5725	3	35	0	0	38	38
1706	56	3	5259	3	12	0	6	21	21
1744	5	6	5725	3	23	0	0	26	26
1911	56	5	5268	11	7	0	0	18	18
1948	5	8	5725	3	7	0	0	10	10
2117	56	7	5268	9	3	0	3	15	15

TOTAL: 176 212 1 153 542
TOTAL TRIPPS: 58

LINE: 87
DIRECTION: IN
TRIP DATE: 09/08/12

FROM 09/08/12 TO 09/08/12
0001A - 1159P

ORIGIN ZONE: 02
DEST ZONE: 02 01 01 TL
TO

START	RUN	TRIP#	BUS #	02	01	01	TL
13	12	10	5719	0	0	35	35
342	51	1	5249	0	16	9	25
454	252	1	5277	0	23	2	25
458	51	1	5249	0	0	46	46
532	5	1	5258	0	0	36	36
543	51	2	5249	0	0	25	25
559	252	2	5277	0	4	0	4
606	252	2	5277	0	0	54	54
617	5	2	5258	0	0	15	15
623	51	3	5249	0	0	46	46
643	252	3	5277	0	0	35	35
702	5	3	5258	0	0	46	46
708	260	1	5390	0	0	52	52
711	51	4	5249	0	0	39	39
726	252	4	5277	0	0	52	52
746	5	4	5258	0	0	35	35
758	51	5	5249	0	0	64	64
807	260	2	5390	0	0	17	17
822	252	5	5277	0	0	40	40
823	7	1	5310	0	0	93	93
842	5	5	5258	0	0	54	54
845	51	6	5249	0	0	30	30
850	260	3	5390	0	0	66	66
909	7	2	5310	0	0	42	42
912	52	6	5277	0	0	77	77
931	5	6	5258	0	0	44	44
935	51	7	5249	0	0	69	69
945	260	4	5390	0	0	33	33
954	7	3	5310	0	0	97	97
1011	52	7	5277	0	0	47	47
1023	5	7	5258	0	0	58	58
1026	51	8	5249	0	0	41	41
1048	9	1	5268	0	0	81	81
1051	7	4	5310	0	0	48	48
1104	52	8	5277	0	0	48	48
1114	5	8	5258	0	0	43	43
1121	8	1	5249	0	0	70	70
1135	9	2	5268	0	0	72	72
1137	7	5	5310	0	0	53	53
1144	52	9	5277	0	0	64	64
1204	5	9	5258	0	0	53	53
1210	8	2	5249	0	0	74	74

LINE: 87
DIRECTION: IN
TRIP DATE: 09/08/12

FROM 09/08/12 TO 09/08/12
0001A - 1159P

ORIGIN ZONE: 02
DEST ZONE: 02 01 01 TL

START	RUN	TRIP#	BUS #	02	01	01	TL
1226	9	3	5268	0	0	65	65
1226	7	6	5310	0	0	88	88
1239	10	1	5263	0	0	67	67
1302	5	10	5258	0	0	19	19
1305	8	3	5249	0	0	40	40
1310	9	4	5268	0	0	57	57
1312	280	1	5273	0	0	57	57
1324	7	7	5310	0	0	68	68
1333	10	2	5263	0	0	67	67
1403	8	4	5249	0	0	48	48
1404	280	2	5273	0	0	66	66
1407	284	1	5403	0	0	73	73
1412	5	1	5274	0	0	20	20
1413	9	5	5268	0	0	40	40
1431	7	8	5310	0	0	87	87
1434	10	3	5263	0	0	93	93
1454	11	1	5719	0	0	37	37
1458	284	2	5403	60	0	0	60
1507	8	5	5249	0	0	49	49
1524	9	6	5268	0	0	60	60
1529	7	9	5310	0	0	76	76
1532	10	4	5263	0	0	65	65
1547	11	2	5719	0	0	105	105
1607	8	6	5249	0	0	65	65
1612	9	7	5268	0	0	43	43
1637	7	10	5310	0	0	59	59
1639	59	1	5390	0	0	48	48
1655	11	3	5719	0	0	81	81
1655	284	4	5403	85	0	0	85
1705	9	8	5268	0	0	39	39
1710	8	7	5249	0	0	49	49
1737	10	5	5263	0	0	59	59
1741	59	3	5390	0	0	83	83
1757	11	4	5719	0	0	84	84
1801	284	5	5403	113	0	0	113
1808	9	9	5268	0	0	25	25
1812	8	8	5249	0	0	31	31
1831	10	6	5263	0	0	70	70
1847	59	4	5390	0	0	35	35
1854	11	5	5719	0	0	40	40
1903	9	10	5268	0	0	43	43
1914	902	1	5310	0	0	10	10

LINE: 87
DIRECTION: IN
TRIP DATE: 09/08/12

FROM 09/08/12 TO 09/08/12
0001A - 1159P

ORIGIN ZONE: 02 02 01 01 TO
DEST ZONE: 02 01 01 TL

START	RUN	TRIP#	BUS #				
1924	10	7	5263	0	0	45	45
1930	59	5	5390	0	0	42	42
1949	11	6	5719	0	0	50	50
2008	902	2	5310	0	0	39	39
2016	59	6	5390	0	0	44	44
2017	10	8	5263	0	0	35	35
2047	11	7	5719	0	0	39	39
2103	59	7	5390	0	0	33	33
2142	11	8	5719	0	0	73	73
2150	59	8	5390	0	0	35	35
2234	11	9	5719	0	0	12	12
2238	59	9	5390	0	0	48	48
2312	11	10	5719	0	0	39	39
2332	59	10	5390	0	0	17	17

TOTAL: 258 43 4767 5068

BFBARBYZN

NJ TRANSIT
FAREBOX PASSENGER COUNT BY TRIP

PAGE 4

LINE: 87
DIRECTION: OU
TRIP DATE: 09/08/12

FROM 09/08/12 TO 09/08/12
0001A - 1159P

ORIGIN ZONE: 01 02 TO
DEST ZONE: 02 02 TL

START RUN TRIP# BUS #

1555 284 3 5403 3 67 70

TOTAL: 3 67 70
TOTAL TRIPS: 99

Saturday Headways

Route: 1 Newark
Garage: Hilton
Direction: To Jersey City

Run	From	Nie	IVY HILL	WEND 18TH	16AV 18ST	MRKT BROD	MKTS PENN	FERR WAYD	CHAP RIVR	EUCD LOCK	RIVR TERM	COMM MALL	JONL SOAR	GRND COMM	EXCH PLAC	Leave	To
102	401aHL	C	415a	420a	425a	435a	438a	445a	447a	500a						500a	
101	431aHL	R	445a	450a	455a	505a	508a	515a	520a	615a						615a	
103	501aHL	C	515a	520a	525a	535a	538a	545a	547a	600a						600a	
102	501aHL	R	558a	603a	608a	618a	621a	628a	633a	708a						708a	
501	601aHL	C	615a	620a	625a	635a	638a	645a	647a	703a						703a	
504	640aHL	CL															108
103	648aHL	R	648a	653a	658a	709a	712a	720a	714a	716a	725a	733a		739a	746a	800a	
104	646aHL	C	700a	705a	710a	721a	724a	732a	732a	734a	752a	800a	810a			814a	
105	701aHL	R	715a	720a	725a	736a	739a	747a	802a	804a						758a	
101	730aHL	C	730a	735a	740a	751a	754a									846a	
509	731aHL	R	745a	750a	755a	806a	809a	817a	835a	837a	822a	830a		836a	844a	914a	
501	802aHL	C	802a	807a	812a	823a	826a	835a	835a	837a	854a	902a	912a			851a	
009	803aHL	R	817a	822a	827a	838a	841a	849a	905a	907a						946a	
102	832aHL	C	832a	837a	842a	853a	856a									921a	
104	847aHL	R	847a	852a	857a	908a	911a	919a			924a	932a		938a	946a	1017a	
008	848aHL	C	902a	907a	912a	923a	926a	935a	937a	951a						1046a	
101	917aHL	R	917a	922a	927a	938a	941a	949a	1005a	1007a	954a	1002a	1012a			1021a	
103	930aHL	C	930a	935a	940a	951a	954a									1117a	
011	933aHL	R	947a	952a	957a	1008a	1012a	1026a	1040a	1042a						1157a	
105	1000aHL	C	1000a	1005a	1010a	1021a	1025a									1051a	
102	1017aHL	R	1017a	1022a	1027a	1038a	1042a	1056a								1149a	
010	1016aHL	C	1030a	1035a	1040a	1051a	1055a	1110a	1112a	1101a	1109a	1119a				1121a	
012	1033aHL	R	1047a	1052a	1057a	1108a	1112a	1126a								1230p	
008	1100aHL	C	1100a	1105a	1110a	1121a	1125a									1157a	
009	1112aHL	R	1112a	1117a	1122a	1133a	1137a	1151a	1140a	1142a	1156a	1204p	1214p			1249p	
103	1124aHL	C	1124a	1129a	1134a	1145a	1149a	1204p	1206p							1221p	
104	1136aHL	R	1136a	1141a	1146a	1157a	1201p	1216p	1218p							1233p	
014	1134aHL	C	1148a	1153a	1158a	1209p	1213p	1227p								126p	
105	1200pHL	R	1200p	1205p	1210p	1221p	1225p	1240p	1242p	1232p	1240p	1246p	1254p			1257p	
013	1158aHL	C	1212p	1217p	1222p	1233p	1237p	1251p			1256p	104p	114p			149p	
010	1222pHL	R	1222p	1227p	1232p	1243p	1247p									121p	
011	1236pHL	C	1236p	1241p	1246p	1257p	101p	104p	106p							133p	
015	1234pHL	R	1248p	1253p	1258p	109p	113p	127p	116p	118p	1232p	1240p	1246p	1254p		139p	
008	100pHL	C	100p	105p	110p	121p	125p	140p	142p	135p	104p	114p	141p	149p		200p	

Route: 1 Newark
Garage: Hilton
Direction: To Jersey City

Run	From	Nie	IVY HILL	WEND 18TH	16AV 18ST	MIRKT BROD	MKTS PENN	FERR WAYD	CHAP RIVR	EUCD LOCK	RIVR TERM	COMM MALL	JONL SOAR	GRND COMM	EXCH PLAC	Leave	To
514	101pHL	R	115p	120p	125p	136p	140p	154p	210p	212p	159p	207p	217p			249p	
104		C	130p	135p	140p	151p	155p									225p	
016	131pHL	C	145p	150p	155p	206p	210p	224p	240p	242p	232p	232p	238p	246p		326p	
105		C	200p	205p	210p	221p	225p				256p	304p	314p			257p	
009		R	212p	217p	222p	233p	237p	251p								349p	
010		C	224p	229p	234p	245p	249p		304p	306p						321p	
011		C	236p	241p	246p	257p	301p		316p	318p						333p	
014		C	248p	253p	258p	309p	313p	327p				335p		341p	349p	426p	
008		C	300p	305p	310p	321p	325p		340p	342p						357p	
013		R	315p	320p	325p	336p	340p	354p			359p	407p	417p			449p	
517	312pHL	C	330p	335p	340p	351p	355p	424p	410p	412p				438p	446p	425p	
015		C	345p	350p	355p	406p	410p					432p		438p	446p	526p	
012	342pHL	C	400p	405p	410p	421p	425p	424p	440p	442p						457p	
017	354pHL	R	412p	417p	422p	433p	437p	451p	504p	506p	456p	504p	514p			607p	
010		C	424p	429p	434p	445p	449p									521p	
011		C	436p	441p	446p	457p	501p		516p	518p				541p	549p	533p	
116	430pHL	C	448p	453p	458p	509p	513p	527p				535p		541p	549p	623p	
016		C	500p	505p	510p	521p	525p		540p	542p						603p	
018	502pHL	C	520p	525p	530p	541p	545p		600p	602p						615p	
014		R	546p	551p	556p	607p	611p	625p			630p	638p	648p			711p	
012		C	600p	605p	610p	621p	625p		635p	637p						651p	
013		C	620p	625p	630p	640p	643p		650p	652p						711p	
015		R	640p	645p	650p	700p	703p	710p			715p	723p		729p	736p	819p	
018		C	700p	705p	710p	720p	723p		730p	732p						751p	
017		C	720p	725p	730p	740p	743p		750p	752p						811p	
116	746pHL	C	740p	745p	750p	800p	803p		810p	812p						831p	
019		C	800p	805p	810p	820p	823p		830p	832p						851p	
016	756pHL	C	810p	815p	820p	830p	833p	840p				848p		854p	901p	929p	
119	806pHL	C	820p	825p	830p	840p	843p		850p	852p						911p	
018		C	840p	845p	850p	900p	903p		910p	912p						931p	
017		R	900p	905p	910p	920p	923p	930p			935p	943p	953p			1031p	
116		C	920p	925p	930p	940p	943p		950p	952p						1011p	
019		C	940p	945p	950p	1000p	1003p		1010p	1012p						1031p	
119		R	1000p	1005p	1010p	1020p	1023p	1030p			1035p	1043p	1053p			1116p	

Service: Saturday

Headway Report

Effective: 09/01/2012

Run	From	Nile	IVY HILL	WEND 18TH	16AV 18ST	MRKT BROD	MKTS PENN	FERR WAYD	CHAP RIVR	EUCD LOCK	RIVR TERM	COMM MALL	JONL SOAR	GRND COMM	EXCH PLAC	Leave	To
018	.	C	1030p	1035p	1040p	1050p	1053p		1100p	1102p						1116p	
116	.	C	1100p	1105p	1110p	1120p	1123p		1130p	1132p						1151p	
019	.	C	1130p	1135p	1140p	1150p	1153p		1200x	1202x						1221x	
018	.	C	1205x	1210x	1215x	1225x	1228x		1235x	1237x						1251x	
119	.	C	1230x	1235x	1240x	1250x	1253x		100x	102x						121x	
019	.	.	120x	125x	130x	140x	143x	150x								227x	
119	.	R	205x	210x	215x	225x	228x	235x			240x	248x	258x			322x	

Notes: C - Trip operates via Chapel Street, Newark
 L - For all Eastbound trips (to Newark) starting on 16th Ave at 18th St., trip begins at bus stop in 20th St. Loop 1 minute earlier.
 R - Trip operates via River Terminal

Route: 1 Newark
Garage: Hilton
Direction: To Newark

Run	From	Nie	EXCH PLAC	COMM GRND	JONL SOAR	COMM MALL	RIVR TERM	EUCD LOCK	CHAP RIVR	CHAP RAYM	PENN MKTS	MRKT BROD	16AV 18ST	WEND 18TH	IVY HILL	Leave	To
102	500a		502a	509a	512a	522a	527a	532a	558a	
103	600a		602a	609a	612a	622a	627a	632a	648a	
101	.	RA	615a	622a			636a		642a	643a	650a	653a	703a	708a	713a	730a	
501	703a		705a	714a	717a	728a	733a	738a	802a	
102	.	R	708a	718a			727a		732a	732a	741a	744a	755a	800a	805a	832a	
104	758a		800a	809a	812a	823a	828a	833a	847a	
101	821a		823a	832a	835a	846a	851a	856a	917a	
103	.	R	814a	821a			836a		841a	850a	850a	853a	904a	909a	914a	930a	
501	851a		853a	902a	905a	916a	921a	926a		HL 939a
105	.	R	846a	856a			905a		910a	919a	922a	933a	933a	938a	943a	1000a	
102	921a		923a	932a	935a	946a	951a	956a	1017a	
509	.	R	914a	921a			936a		941a	950a	953a	1004a	1004a	1009a	1014a		HL 1027a
008	951a		953a	1003a	1006a	1017a	1022a	1027a	1100a	
009	.	R	946a	956a			1005a		1010a	1023a	1026a	1037a	1037a	1042a	1047a	1112a	
103	1021a		1023a	1036a	1039a	1050a	1055a	1100a	1124a	
104	1051a		1039a	1052a	1055a	1106a	1111a	1116a	1136a	
105	1051a		1053a	1106a	1109a	1120a	1125a	1130a	1200p	
101	.	R	1046a	1056a			1105a		1110a	1123a	1126a	1137a	1142a	1147a	1147a		HL 1200p
010	1121a		1123a	1136a	1139a	1150a	1155a	1200p	1224p	
011	1130a		1139a	1152a	1155a	1206p	1211p	1216p	1236p	
008	1157a		1159a	1212p	1215p	1226p	1231p	1236p	100p	
102	.	R	1149a	1159a			1208p		1213p	1226p	1229p	1240p	1240p	1245p	1250p		HL 103p
103	1221p		1223p	1236p	1239p	1250p	1255p	100p		HL 113p
104	1233p		1235p	1248p	1251p	102p	107p	112p	130p	
012	1243p		1252p	105p	108p	119p	124p	129p		HL 142p
105	1257p		1259p	112p	115p	126p	131p	136p	200p	
009	.	R	1249p	1259p			108p		113p	126p	129p	140p	140p	145p	150p	212p	
010	121p		123p	136p	139p	150p	155p	200p	224p	
011	133p		135p	148p	151p	202p	207p	212p	236p	
014	139p		148p	201p	204p	215p	220p	225p	248p	
008	200p		202p	215p	218p	229p	234p	239p	300p	
013	.	R	149p	159p			208p		213p	226p	229p	240p	240p	245p	250p	315p	
104	225p		227p	240p	243p	254p	259p	304p		HL 321p
015	239p		248p	301p	304p	315p	320p	325p	345p	

Route: 1 Newark
Garage: Hilton
Direction: To Newark

Run	From	Nie	EXCH PLAC	COMM GRND	JONL SQAR	COMM MALL	RIVR TERM	EUCD LOCK	CHAP RIVR	CHAP RAYM	PENN MKTS	MRKT BROD	16AV 18ST	WEND 18TH	IVY HILL	Leave	To
105								257p		259p	312p	315p	326p	331p	336p		HL 353p
514		R			249p	259p	308p	321p		313p	326p	329p	340p	345p	350p		HL 407p
010								333p		323p	336p	339p	350p	355p	400p	424p	
011										335p	348p	351p	402p	407p	412p	436p	
016					326p	333p				348p	401p	404p	415p	420p	425p	500p	
008																	HL 453p
009		R			349p	359p	408p	357p		359p	412p	415p	426p	431p	436p		HL 507p
517								425p		413p	426p	429p	440p	445p	450p		HL 521p
014					426p	433p		425p		427p	440p	443p	454p	459p	504p	546p	
012								457p		448p	501p	504p	515p	520p	525p	600p	
013										459p	512p	515p	526p	531p	536p		
013		R			449p	459p	508p	521p		513p	526p	529p	540p	545p	550p	620p	HL 613p
010								533p		523p	536p	539p	550p	555p	600p		HL 613p
011										535p	548p	551p	602p	607p	612p		HL 625p
015					526p	533p		603p		548p	601p	604p	614p	619p	624p	640p	
016										605p	612p	615p	625p	630p	635p		HL 648p
018								615p		617p	624p	627p	637p	642p	647p	700p	
017		R			607p	617p	625p	615p		630p	637p	640p	650p	655p	700p	720p	
116					623p	630p		651p		645p	652p	655p	705p	710p	715p	740p	
012								711p		653p	700p	703p	713p	718p	723p		HL 736p
013										713p	720p	723p	733p	738p	743p		HL 756p
014		R			711p	721p	729p	751p		734p	741p	744p	754p	759p	804p	840p	HL 817p
018								811p		753p	800p	803p	813p	818p	823p	840p	
017								831p		813p	820p	823p	833p	838p	843p	900p	
116										833p	840p	843p	853p	858p	903p	920p	
015		R			819p	826p	840p	831p		845p	852p	855p	905p	910p	915p		HL 928p
019								851p		853p	900p	903p	913p	918p	923p	940p	
119								911p		913p	920p	923p	933p	938p	943p	1000p	
018								931p		933p	940p	943p	953p	958p	1003p	1030p	
016		R			929p	936p	950p	1011p		955p	1002p	1005p	1015p	1020p	1025p		HL 1038p
116										1013p	1020p	1023p	1033p	1038p	1043p	1100p	
019								1031p		1033p	1040p	1043p	1053p	1058p	1103p	1130p	
017		R			1031p	1041p	1049p	1031p		1054p	1101p	1104p	1114p	1119p	1124p	1205x	HL 1137p
018								1116p		1118p	1125p	1128p	1138p	1143p	1148p	1205x	
119		R			1116p	1126p	1134p			1139p	1146p	1149p	1159p	1204x	1209x	1230x	

NU TRANSIT
Service: Saturday

Headway Report

Effective: 09/01/2012

Run	From	Nte	EXCH PLAC	COMM GRND	JONL SQAR	COMM MALL	RIVR TERM	EUCD LOCK	CHAP RIVR	CHAP RAYM	PENN MKTS	MRKT BROD	16AV 18ST	WEND 18TH	IVY HILL	Leave	To
116	.	.						1151P		1153P	1200X	1203X	1213X	1218X	1223X		HL1236x
019	.	.					1221x		1223x	1230x	1230x	1233x	1243x	1248x	1253x	120x	
018	.	.					1251x		1253x	100x	103x	103x	113x	118x	123x		HL136x
119	.	.					121x		123x	130x	133x	133x	143x	148x	153x	205x	
019	.	R							250x	257x	257x	300x	310x	315x	320x		HL333x
119	.	RA							346x	347x	354x	357x	407x	412x	417x		HL430x

Notes: A - Trip operates via Lockwood St., Lister Ave., and Chapel St.
R - Trip operates via River Terminal

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Route: 6 Ocean Avenue - Journal Square
Garage: Greenville
Direction: To Journal Square (Jersey City)

Run	From	Nte	MERR ETST	OCEAN FULN	COMM GRND	CNTY PLZA	JONL SQAR	Leave	To
001	548aGV		550a	556a	602a	608a	612a	620a	
001			650a	656a	702a	708a	712a	720a	
001			750a	756a	802a	808a	812a	820a	
001			850a	856a	902a	908a	912a	920a	
001			950a	956a	1002a	1008a	1012a	1020a	
001			1050a	1056a	1102a	1108a	1112a	1120a	
001			1150a	1156a	1202p	1208p	1212p	1220p	
001			1250p	1256p	102p	108p	112p	120p	
002	148pGV		150p	156p	202p	208p	212p	220p	
002			250p	256p	302p	308p	312p	320p	
002			350p	356p	402p	408p	412p	420p	
002			450p	456p	502p	508p	512p	520p	
002			550p	556p	602p	608p	612p	620p	
002			650p	656p	702p	708p	712p	720p	
002			750p	756p	802p	808p	812p	820p	
002			850p	856p	902p	908p	912p	920p	
002			950p	956p	1002p	1008p	1012p	1020p	

NU TRANSIT
Service: Saturday

Headway Report

Effective: 09/01/2012

Route: 6 Ocean Avenue - Journal Square
Garage: Greenville
Direction: To Merritt Street (Jersey City)

Run	From	Nte	JONL	CNTY	GRND	OCEN	MERR	Leave	To
			SOAR	PLZA	COMM	FULN	ETST		
001	.	.	620a	626a	631a	637a	643a	650a	
001	.	.	720a	726a	731a	737a	743a	750a	
001	.	.	820a	826a	831a	837a	843a	850a	
001	.	.	920a	926a	931a	937a	943a	950a	
001	.	.	1020a	1026a	1031a	1037a	1043a	1050a	
001	.	.	1120a	1126a	1131a	1137a	1143a	1150a	
001	.	.	1220p	1226p	1231p	1237p	1243p	1250p	
001	.	.	120p	126p	131p	137p	143p	150p	GV 145p
002	.	.	220p	226p	231p	237p	243p	250p	
002	.	.	320p	326p	331p	337p	343p	350p	
002	.	.	420p	426p	431p	437p	443p	450p	
002	.	.	520p	526p	531p	537p	543p	550p	
002	.	.	620p	626p	631p	637p	643p	650p	
002	.	.	720p	726p	731p	737p	743p	750p	
002	.	.	820p	826p	831p	837p	843p	850p	
002	.	.	920p	926p	931p	937p	943p	950p	
002	.	.	1020p	1026p	1031p	1037p	1043p	1050p	GV1045p

NJ TRANSIT
Service: Saturday

Headway Report

Effective: 09/01/2012

Route: 80 Greenville - Journal Square - Exchange Place
Garage: Greenville
Direction: To Exchange Place Terminal (Jersey City)

Run	From	Nie AVE	GATE	DANF WEST	WEST COMM	JONL SQAR	EXCH PLAC	Leave	To
052	530aGV	530a	535a	540a	549a	605a	610a	610a	
053	600aGV	600a	605a	610a	619a	635a	640a	640a	
054	630aGV	630a	635a	640a	649a	705a	710a	710a	
052	700a	700a	705a	710a	719a	735a	740a	740a	
053	730a	730a	735a	740a	749a	806a	810a	810a	
054	810aGV	750a	755a	800a	811a	830a	845a	845a	
262	810aGV	810a	815a	822a	833a	852a	920a	920a	
052		845a	850a	857a	908a	927a	940a	940a	
053		920a	925a	932a	943a	1002a	1015a	1015a	
054		955a	1000a	1007a	1018a	1037a	1050a	1050a	
052		1030a	1035a	1042a	1053a	1112a	1125a	1125a	
053		1105a	1110a	1117a	1128a	1147a	1200p	1200p	
008	1140aGV	1140a	1145a	1152a	1203p	1222p	1235p	1235p	
052		1215p	1220p	1227p	1238p	1257p	140p	140p	
054	1250pGV	1250p	1255p	102p	113p	132p	145p	145p	
008		125p	130p	137p	148p	207p	220p	220p	
053	200pGV	200p	205p	212p	223p	242p	255p	255p	
054		235p	240p	247p	258p	317p	330p	330p	
008		310p	315p	322p	333p	352p	405p	405p	
010	345pGV	345p	350p	357p	408p	427p	440p	440p	
009	420pGV	420p	425p	432p	443p	502p	515p	515p	
008		455p	500p	507p	518p	537p	550p	550p	
010		530p	535p	542p	553p	611p	625p	625p	
009		605p	610p	617p	627p	645p	700p	700p	
008		640p	645p	652p	702p	720p	735p	735p	
010		715p	720p	727p	737p	755p	805p	805p	
009		800p	805p	812p	822p	840p	845p	845p	
010		845p	850p	857p	907p	925p	930p	930p	
009		925p	930p	937p	947p	1005p	1010p	1010p	
010		1010p	1015p	1022p	1032p	1050p	1050p	1050p	
009		1055p	1100p	1107p	1117p	1135p	1140p	1140p	
010		1135p	1140p	1147p	1157p	1215x	1220x	1220x	

Route: 80 Greenville - Journal Square - Exchange Place
Garage: Greenville
Direction: To Gates Avenue (Jersey City)

Run	From	Nie	EXCH PLAC	JONL SQAR	WEST COMM	DAN AVE	GATE AVE	Leave	To
052	.	.	610a	626a	635a	640a	645a	700a	
053	.	.	640a	656a	705a	710a	715a	730a	
054	.	.	710a	726a	735a	740a	745a	750a	
052	.	.	740a	756a	805a	816a	822a	845a	
053	.	.	810a	826a	835a	846a	852a	920a	
054	.	.	845a	901a	910a	921a	927a	955a	
262	.	.	920a	936a	945a	956a	1002a		GV1002a
052	.	.	940a	956a	1005a	1016a	1022a	1030a	
053	.	.	1015a	1031a	1040a	1051a	1057a	1105a	
054	.	.	1050a	1106a	1115a	1126a	1132a		GV1132a
052	.	.	1125a	1141a	1150a	1201p	1207p	1215p	
053	.	.	1200p	1216p	1225p	1236p	1242p		GV1242p
008	.	.	1235p	1251p	100p	111p	117p	125p	
052	.	.	110p	126p	135p	146p	152p		GV 152p
054	.	.	145p	201p	210p	221p	227p	235p	
008	.	.	220p	236p	245p	256p	302p	310p	
053	.	.	255p	311p	320p	331p	337p		GV 337p
054	.	.	330p	346p	355p	406p	412p		GV 412p
008	.	.	405p	421p	430p	441p	447p	455p	
010	.	.	440p	456p	505p	516p	522p	530p	
009	.	.	515p	531p	540p	551p	557p	605p	
008	.	.	550p	606p	615p	620p	625p	640p	
010	.	.	625p	641p	650p	655p	700p	715p	
009	.	.	700p	716p	725p	730p	735p	800p	
008	.	.	735p	751p	800p	805p	810p		GV 810p
010	.	.	805p	821p	830p	835p	840p	845p	
009	.	.	845p	901p	910p	915p	920p	925p	
010	.	.	930p	946p	955p	1000p	1005p	1010p	
009	.	.	1010p	1026p	1035p	1040p	1045p	1055p	
010	.	.	1050p	1106p	1115p	1120p	1125p	1135p	
009	.	.	1140p	1156p	1205x	1210x	1215x		GV1215x
010	.	.	1220x	1236x	1245x	1250x	1255x		GV1255x

Route: 81 Bayonne - Jersey City
Garage: Greenville
Direction: To Exchange Place (Jersey City)

Run	From	Nte	1ST& AVEC	54ST AVEC	GATE AVE	GRND COMM	GRVE ST	EXCH PLAC	Leave	To
052	.	.	530a	545a	548a	559a	607a	610a	615a	
051	.	.	600a	615a	618a	629a	637a	640a	645a	
053	.	.	630a	645a	648a	659a	707a	710a	715a	
052	.	.	700a	715a	718a	729a	737a	740a	745a	
051	.	.	730a	745a	748a	759a	807a	810a	815a	
053	.	.	800a	815a	818a	829a	837a	840a	845a	
052	.	.	830a	845a	848a	859a	907a	911a	920a	
051	.	.	900a	917a	920a	933a	941a	945a	1000a	
053	.	.	940a	957a	1000a	1013a	1021a	1025a	1040a	
052	.	.	1020a	1037a	1040a	1053a	1101a	1105a	1120a	
051	.	.	1100a	1117a	1120a	1133a	1141a	1145a	1200p	
053R054	.	.	1140a	1157a	1200p	1213p	1221p	1225p	1240p	
052	.	.	1220p	1237p	1240p	1253p	101p	105p	120p	
051R005	.	.	100p	117p	120p	133p	141p	145p	200p	
054	.	.	140p	157p	200p	213p	221p	225p	240p	
053	.	.	220p	237p	240p	253p	301p	305p	320p	
005	.	.	300p	317p	320p	333p	341p	345p	400p	
054	.	.	340p	357p	400p	413p	421p	425p	440p	
056	.	.	420p	437p	440p	453p	501p	505p	520p	
005	.	.	500p	517p	520p	533p	541p	545p	600p	
054	.	.	540p	557p	600p	613p	620p	624p	640p	
056	.	.	620p	636p	639p	650p	657p	701p	720p	
005	.	.	700p	716p	719p	730p	737p	740p	800p	
056	.	.	830p	846p	849p	900p	907p	910p	915p	
056	.	.	1000p	1016p	1019p	1030p	1037p	1040p	1045p	

NU TRANSIT
Service: Saturday

Headway Report

Effective: 09/01/2012

Route: 81 Bayonne - Jersey City
Garage: Greenville
Direction: To Bayonne

Run	From	Nte	EXCH PLAC	GRVE ST	GRND COMM	GATE AVE	54ST AVEC	1ST& AVEC	Leave	To
052	510aGV					510a	513a	528a	530a	
051	540aGV					540a	543a	558a	600a	
053	610aGV					610a	613a	628a	630a	
052			615a	618a	626a	637a	640a	655a	700a	
051			645a	648a	656a	707a	710a	725a	730a	
053			715a	718a	726a	737a	740a	755a	800a	
052			745a	748a	756a	807a	810a	825a	830a	
051			815a	818a	826a	837a	840a	855a	900a	
053			845a	848a	856a	907a	910a	928a	940a	
052			920a	924a	933a	945a	948a	1005a	1020a	
051			1000a	1004a	1013a	1025a	1028a	1045a	1100a	
053			1040a	1044a	1053a	1105a	1108a	1125a	1140a	
052			1120a	1124a	1133a	1145a	1148a	1205p	1220p	
051			1200p	1204p	1213p	1225p	1228p	1245p	100p	
054			1240p	1244p	1253p	105p	108p	125p	140p	
052R053			120p	124p	133p	145p	148p	205p	220p	
005			200p	204p	213p	225p	228p	245p	300p	
054			240p	244p	253p	305p	308p	325p	340p	
053R056			320p	324p	333p	345p	348p	405p	420p	
005			400p	404p	413p	425p	428p	445p	500p	
054			440p	444p	453p	505p	508p	525p	540p	
056			520p	524p	532p	543p	546p	602p	620p	
005			600p	603p	610p	621p	624p	640p	700p	
054			640p	643p	650p	701p	704p	720p		GV 740p
056			720p	723p	730p	741p	744p	800p	830p	
005			800p	803p	810p	821p	824p	840p		GV 900p
056			915p	918p	925p	936p	939p	955p	1000p	
056			1045p	1048p	1055p	1106p	1109p	1125p		GV 1145p

Route: 87 Jersey City - Hoboken
Garage: Greenville
Direction: To Hoboken

Run	From	Nie	GATE	COMM	JONL	PALI	HUDS	Leave	To
			AVE	AVE	SQAR	&FRK	TERM		
051	530aGV		500a	512a	521a	530a	539a	545a	
005			530a	542a	551a	600a	609a	615a	
052			600a	612a	621a	630a	639a	645a	
051			630a	642a	651a	700a	709a	715a	
005			700a	712a	721a	730a	741a	745a	
260	720aGV		720a	732a	742a	751a	802a	810a	
052			740a	753a	803a	812a	823a	830a	
051			800a	813a	823a	832a	843a	850a	
007	820aGV		820a	833a	843a	852a	903a	910a	
005			840a	853a	903a	912a	923a	930a	
260			900a	913a	923a	932a	943a	950a	
052			920a	933a	943a	952a	1003a	1010a	
051			940a	953a	1003a	1012a	1023a	1030a	
007			1000a	1013a	1023a	1032a	1043a	1050a	
005			1020a	1033a	1043a	1052a	1103a	1110a	
009	1040aGV		1040a	1053a	1103a	1112a	1123a	1130a	
052			1100a	1113a	1123a	1132a	1143a	1150a	
008	1120aGV		1120a	1133a	1143a	1152a	1203p	1210p	
007			1140a	1153a	1204p	1214p	1226p	1235p	
005			1200p	1216p	1229p	1239p	1251p	100p	
009			1220p	1236p	1249p	1259p	111p	120p	
010	1240pGV		1240p	1256p	109p	119p	131p	140p	
280	100pGV		100p	116p	129p	139p	151p	200p	
008			120p	136p	149p	159p	211p	220p	
007			140p	156p	209p	219p	231p	240p	
284	200pGV		200p	216p	229p	239p	251p	300p	
009			220p	236p	249p	259p	311p	320p	
010			240p	256p	309p	319p	331p	340p	
011	300pGV		300p	316p	329p	339p	351p	400p	
008			320p	336p	349p	359p	411p	420p	
007			340p	356p	409p	419p	431p	440p	
284			400p	416p	429p	439p	451p	500p	
009			420p	436p	449p	459p	510p	520p	
059	440pGV		440p	456p	508p	517p	528p	540p	

Route: 87 Jersey City - Hoboken
 Garage: Greenville
 Direction: To Hoboken

Run	From	Nie	GATE	COMM	JONL	PALI	HUDS	Leave	To
			AVE	AVE	SOAR	&FRK	TERM		
011			500p	514p	525p	534p	545p	600p	
008			520p	534p	545p	554p	605p	615p	
010	540pGV		540p	554p	605p	614p	625p	635p	
284			600p	614p	625p	634p	645p	655p	
009			620p	634p	645p	654p	705p	715p	
059			640p	654p	705p	714p	725p	730p	
011			700p	714p	725p	734p	743p	800p	
010			730p	742p	751p	800p	809p	830p	
059			815p	827p	836p	845p	854p	900p	
011			900p	912p	921p	930p	939p	945p	
059			945p	957p	1006p	1015p	1024p	1035p	
011			1030p	1042p	1051p	1100p	1109p	1115p	
059			1130p	1142p	1151p	1200x	1209x	1215x	

NU TRANSIT
Service: Saturday

Headway Report

Effective:

09/01/2012

Route: 87 Jersey City - Hoboken
Garage: Greenville
Direction: To Gates Avenue (Jersey City)

Run	From	Nile	HUDS	FRNK	UPTS	SUMM	JONL	MONT	GATE	Leave	To
	TERM	WEBS	OPP	T8TH	SOAR	HARR	AVE				
051	345aGV			415a	430a	437a	446a	455a	500a		
052	440aGV			510a	525a	532a	541a	550a	600a		
051		545a	555a		605a	615a	626a	630a	630a		
005		615a	625a		635a	645a	656a	700a	700a		
052		645a	655a		705a	715a	726a	740a	740a		
051		715a	725a		735a	745a	756a	800a	800a		
005		745a	755a		805a	815a	826a	840a	840a		
260		810a	820a		830a	840a	851a	900a	900a		
052		830a	840a		850a	900a	911a	920a	920a		
051		850a	900a		910a	920a	931a	940a	940a		
007		910a	920a		930a	940a	951a	1000a	1000a		
005		930a	940a		950a	1000a	1011a	1020a	1020a		
260		950a	1000a		1010a	1020a	1031a	1031a	1031a		GV1031a
052		1010a	1020a		1030a	1040a	1051a	1100a	1100a		
051		1030a	1040a		1050a	1100a	1111a	1111a	1111a		GV1111a
007		1050a	1100a		1110a	1120a	1131a	1140a	1140a		
005		1110a	1120a		1130a	1140a	1151a	1200p	1200p		
009		1130a	1140a		1150a	1200p	1215p	1220p	1220p		
052		1150a	1200p		1210p	1222p	1237p	1237p	1237p		GV1237p
008		1210p	1221p		1231p	1243p	1258p	1258p	1258p		
007		1235p	1246p		1256p	108p	123p	140p	140p		
005		100p	111p		121p	133p	148p	148p	148p		GV 148p
009		120p	131p		141p	153p	208p	220p	220p		
010		140p	151p		201p	213p	228p	240p	240p		
280		200p	211p		221p	233p	248p	248p	248p		GV 248p
008		220p	231p		241p	253p	308p	320p	320p		
007		240p	251p		301p	313p	328p	340p	340p		
284		300p	311p		321p	333p	348p	400p	400p		
009		320p	331p		341p	353p	408p	420p	420p		
010		340p	351p		401p	413p	428p	428p	428p		GV 428p
011		400p	411p		421p	433p	448p	500p	500p		
008		420p	431p		441p	453p	508p	520p	520p		
007		440p	451p		501p	513p	528p	528p	528p		GV 528p
284		500p	511p		521p	533p	548p	600p	600p		

NU TRANSIT
Service: Saturday

Headway Report

Effective: 09/01/2012

Route: 87 Jersey City - Hoboken
Garage: Greenville
Direction: To Gates Avenue (Jersey City)

Run	From	Nie	HUDS	FRNK	UPS	SUMM	JONL	MONT	GATE	Leave	To
		TERM	WEBS	OPP	T8TH	SOAR	HARR	AVE			
009	.	520p	531p			541p	553p	608p	620p		
059	.	540p	551p			601p	613p	628p	640p		
011	.	600p	611p			621p	633p	648p	700p		
008	.	615p	626p			636p	648p	703p			GV 703p
010	.	635p	646p			656p	708p	723p	730p		
284	.	655p	706p			716p	728p	736p			GV 736p
009	.	715p	726p			735p	745p	754p			GV 754p
059	.	730p	741p			750p	800p	809p	815p		
011	.	800p	811p			820p	830p	839p	900p		
010	.	830p	841p			850p	900p	909p			GV 909p
059	.	900p	911p			920p	930p	939p	945p		
011	.	945p	956p			1005p	1015p	1024p	1030p		
059	.	1035p	1046p			1055p	1105p	1114p	1130p		
011	.	1115p	1126p			1135p	1145p	1154p			GV 1154p
059	.	1215x	1226x			1235x	1245x	1254x			GV 1254x

Sunday Ridership

13 Month Median Weekday Ridership - Sunday															
LINE	11-Sep	11-Oct	11-Nov	11-Dec	12-Jan	12-Feb	12-Mar	12-Apr	12-May	12-Jun	12-Jul	12-Aug	12-Sep	09/12 VS 09/11	Median
1	4,748	4,557	4,383	4,607	4,179	4,620	4,513	4,388	4,888	4,624	4,680	4,794	4,838	1.9%	4,620
6	455	478	462	434	381	462	449	455	464	509	458	493	493	8.5%	462
80	1,396	1,471	1,509	1,438	1,349	1,384	1,355	1,375	1,525	1,547	1,465	1,525	1,405	0.6%	1,438
81	416	416	387	315	325	362	333	358	334	355	397	443	429	3.1%	362
87	2,976	2,917	3,165	2,903	2,690	3,056	3,100	3,067	3,147	3,154	3,119	3,099	3,301	10.9%	3,099

LINE: 1
DIRECTION: IN
TRIP DATE: 09/09/12

FROM 09/09/12 TO 09/09/12
0001A - 1159P

ORIGIN ZONE: 03
DEST ZONE: 03
03 02 03 01 02 02 01 01 TL TO

START	RUN	TRIP#	BUS #	03	02	03	01	02	02	01	01	TL	TO
12	19	6	1452	0	0	0	0	35	5	0	0	40	
27	119	5	5988	6	0	0	0	0	0	0	0	6	
57	18	10	1458	0	0	0	0	19	1	1	1	21	
236	19	8	1452	0	0	0	0	5	0	0	0	5	
501	201	1	1425	9	9	1	1	17	9	18	18	63	
553	526	1	1458	29	29	1	1	0	0	0	0	58	
710	526	2	1458	57	31	0	0	0	0	0	0	89	
722	527	2	5983	0	0	0	0	26	4	1	1	31	
729	9	1	1482	0	0	0	0	6	23	37	37	66	
737	201	3	1425	5	16	1	0	33	32	1	1	88	
754	202	1	5814	0	0	0	0	2	22	16	16	40	
835	526	3	1458	13	34	0	2	0	0	0	0	49	
936	202	3	5814	3	23	0	0	33	28	2	2	89	
944	526	4	1458	35	20	0	0	0	0	0	0	55	
1019	201	5	1425	0	0	0	0	10	36	39	39	85	
1030	9	3	1482	4	8	0	0	37	17	11	11	77	
1045	11	1	5820	57	11	2	0	0	0	0	0	70	
1101	202	4	5814	5	15	0	0	20	9	3	3	52	
1202	201	7	1425	4	9	1	0	32	19	1	1	66	
1215	205	2	5998	0	0	0	0	31	13	15	15	45	
1220	202	5	5814	0	0	0	0	0	15	15	15	30	
1244	11	3	5820	71	26	4	4	0	0	0	0	101	
1259	13	2	1449	0	0	0	0	35	7	0	0	42	
1316	9	5	1482	0	0	0	0	5	8	14	14	27	
1403	205	4	5998	0	0	0	0	65	22	2	2	89	
1420	202	7	5814	0	0	0	0	9	10	22	22	41	
1457	13	4	1449	4	11	0	1	57	18	3	3	94	
1503	9	7	1482	0	0	0	0	4	9	52	52	65	
1508	207	2	1445	0	0	0	0	17	9	0	0	26	
1539	11	5	5820	60	17	3	3	0	0	0	0	80	
1544	207	3	1445	0	0	0	0	47	18	1	1	73	
1548	205	6	5998	0	0	0	0	0	0	8	8	73	
1620	545	6	5992	9	13	1	1	41	12	4	4	80	
1706	207	4	1445	0	0	0	0	20	13	1	1	34	
1719	16	2	1471	0	0	0	0	33	19	1	1	53	
1746	13	6	1449	3	18	2	2	46	21	5	5	95	
1748	205	8	5998	0	0	0	0	12	8	0	0	20	
1810	549	2	1466	0	0	0	0	26	14	0	0	40	
1828	551	1	5988	0	0	0	0	6	9	29	29	44	
1830	209	2	1483	0	0	0	0	17	11	0	0	28	
1917	16	4	1471	0	0	0	0	32	28	3	3	63	
1917	207	6	1445	2	18	2	2	23	14	1	1	60	

LINE: 1
DIRECTION: OU
TRIP DATE: 09/09/12

FROM 09/09/12 TO 09/09/12
0001A - 1159P

ORIGIN ZONE: 01 01 01 02 02 03 03 TL
DEST ZONE: 01 02 03 02 03 03 TL

START	RUN	TRIP#	BUS #	01	02	03	02	03	03	TL
59	119	6	5988	0	0	3	0	0	5	8
125	19	7	1452	0	0	0	0	5	0	5
201	119	7	5988	0	0	3	0	1	7	11
630	201	2	1425	7	16	1	16	6	4	50
632	527	1	5983	4	22	0	29	0	0	55
847	202	2	5814	26	10	0	4	0	0	40
911	201	4	1425	5	29	0	22	25	7	88
951	9	2	1482	18	9	0	0	0	0	27
1109	201	6	1425	45	12	0	1	0	0	58
1110	205	1	5998	5	18	0	31	0	0	54
1143	13	1	1449	8	2	0	31	0	0	41
1201	11	2	5820	0	0	0	42	2	0	44
1213	9	4	1482	5	19	1	12	8	0	45
1312	205	3	5998	5	7	0	56	0	0	68
1318	202	6	5814	41	8	0	4	0	0	53
1325	201	8	1425	8	12	0	0	0	0	20
1328	546	1	1458	46	8	0	0	0	0	54
1337	13	3	1449	5	12	5	52	24	4	102
1343	207	1	1445	8	8	0	57	0	0	73
1350	11	4	5820	63	20	2	0	0	0	85
1418	9	6	1482	8	2	0	1	0	0	11
1419	201	8	5595	40	5	0	0	0	0	45
1434	545	1	5992	6	7	1	40	7	10	71
1435	546	2	1458	59	8	0	0	0	0	67
1455	205	5	5998	1	6	0	33	0	0	40
1522	202	8	5814	37	5	0	0	0	0	42
1536	546	3	1458	67	9	0	0	0	0	76
1604	16	1	1471	6	8	0	29	0	0	43
1612	9	8	1482	14	5	0	1	0	0	20
1641	13	5	1449	4	5	3	28	19	7	66
1652	546	4	1458	32	5	0	0	0	0	37
1653	205	7	5998	7	3	0	25	0	0	35
1701	11	6	5820	74	17	5	0	0	0	96
1711	549	1	1466	4	12	0	35	0	0	51
1744	207	5	1445	7	4	0	25	13	3	52
1745	209	1	1483	5	16	0	17	0	0	38
1806	16	3	1471	3	5	0	26	0	0	34
1901	18	1	1452	23	3	0	37	0	0	63
1940	551	2	5988	41	1	0	2	0	0	44
1944	0	3	1483	11	14	0	27	0	0	52
1959	16	5	1471	9	6	0	30	26	5	76
2031	211	1	5819	0	0	2	0	0	31	33

LINE: 1
DIRECTION: OU
TRIP DATE: 09/09/12

FROM 09/09/12 TO 09/09/12
0001A - 1159P

ORIGIN ZONE: 01 01 01 01 02 02 02 03 03 03 TL
DEST ZONE: 01 02 03 02 03 03 TL

START	RUN	TRIP#	BUS #																
2102	18	3	1452	16	1	0	24	0	0	79	81	41							
2143	211	2	5819	0	0	2	0	0	0	79	81	81							
2202	209	5	1483	1	6	0	20	6	2	35	35	35							
2232	16	7	1471	9	4	0	16	0	0	29	29	29							
2251	18	5	1452	4	7	0	10	0	0	21	21	21							

TOTAL: 787 376 28 783 142 164 2280
TOTAL TRIPS: 97

LINE: 6
DIRECTION: IN
TRIP DATE: 09/02/12

FROM 09/02/12 TO 09/02/12
0001A - 1159P

ORIGIN ZONE: 01 TO
DEST ZONE: 01 TL

START	RUN	TRIP#	BUS #	01	TO
648	1	1	5252	13	13
716	1	2	5252	10	10
745	1	3	5252	24	24
819	1	4	5252	4	4
843	1	5	5252	16	16
918	1	6	5252	6	6
944	1	7	5252	12	12
1018	1	8	5252	5	5
1044	1	9	5252	11	11
1117	1	10	5252	16	16
1151	1	11	5252	35	35
1221	1	12	5252	15	15
1252	1	13	5252	34	34
1322	1	14	5252	20	20
1351	1	15	5252	20	20
1426	1	16	5252	16	16
1455	2	1	5251	13	13
1521	2	2	5251	21	21
1556	2	3	5251	14	14
1618	2	4	5251	15	15
1646	2	5	5251	15	15
1719	2	6	5251	15	15
1759	2	7	5251	3	3
1818	2	8	5251	29	29
1855	2	9	5251	6	6
1919	2	10	5251	9	9
1954	2	11	5251	22	22
2021	2	12	5251	9	9
2053	2	13	5251	20	20
2120	2	14	5251	17	17
2155	2	15	5251	15	15
2220	2	16	5251	13	13
TOTAL :				493	493
TOTAL TRIPPS :				32	

LINE: 80
DIRECTION: IN
TRIP DATE: 09/02/12

FROM 09/02/12 TO 09/02/12
0001A - 1159P

ORIGIN ZONE: 01 TL
DEST ZONE: 01 TL

START	RUN	TRIP#	BUS #	25	40	25
21	10	12	5252	25	40	25
600	52	1	5400	40	8	40
627	52	2	5400	8	8	8
646	52	3	5400	32	32	32
716	52	4	5400	18	18	18
742	52	5	5400	25	25	25
806	52	6	5400	4	4	4
827	52	7	5400	48	48	48
914	262	1	5259	62	62	62
923	52	8	5400	16	16	16
954	52	9	5400	33	33	33
1007	262	2	5259	26	26	26
1044	262	3	5259	43	43	43
1046	52	10	5400	26	26	26
1127	52	11	5400	21	21	21
1132	262	4	5259	63	63	63
1230	52	12	5400	30	30	30
1240	262	5	5259	44	44	44
1318	52	13	5400	31	31	31
1326	9	1	5733	21	21	21
1415	52	14	5400	30	30	30
1435	9	2	5733	24	24	24
1438	10	1	5265	22	22	22
1516	10	2	5265	56	56	56
1519	9	3	5733	54	54	54
1559	10	3	5265	51	51	51
1606	9	4	5733	43	43	43
1644	10	4	5265	43	43	43
1651	9	5	5733	35	35	35
1731	10	5	5265	22	22	22
1745	9	6	5733	35	35	35
1819	10	6	5265	39	39	39
1827	9	7	5733	8	8	8
1900	10	7	5265	19	19	19
1905	9	8	5733	45	45	45
1947	9	8	5733	13	13	13
1951	10	8	5265	33	33	33
2027	10	9	5265	41	41	41
2029	9	10	5733	52	52	52
2118	10	10	5265	81	81	81
2119	9	11	5733	27	27	27
2204	10	11	5265	31	31	31

BFARBYZN

NJ TRANSIT
FAREBOX PASSENGER COUNT BY TRIP

LINE: 80
DIRECTION: IN
TRIP DATE: 09/02/12

FROM 09/02/12 TO 09/02/12
0001A - 1159P

ORIGIN ZONE: 01 TO
DEST ZONE: 01 TL

START	RUN	TRIP#	BUS	#	
2208	9	12	5733	39	39
2246	10	12	5265	47	47
TOTAL:				1506	1506
TOTAL TRIPS:				44	

BFARBYZN

NJ TRANSIT
FAREBOX PASSENGER COUNT BY TRIP

LINE: 81
DIRECTION: IN
TRIP DATE: 09/02/12

FROM 09/02/12 TO 09/02/12
0001A - 1159P

ORIGIN ZONE: 02 02 01 01 TO
DEST ZONE: 02 01 01 TL TL

START	RUN	TRIP#	BUS #					
717	261	1	5403	0	0	4	4	4
743	261	2	5403	3	11	28	42	42
916	261	4	5403	1	15	32	48	48
1052	261	6	5403	5	12	24	41	41
1155	52	1	5277	4	8	5	17	17
1354	52	3	5277	7	5	12	24	24
1523	52	5	5277	0	7	8	15	15
1650	52	7	5277	0	7	15	22	22
1822	52	9	5277	2	5	4	11	11
1945	52	11	5277	3	0	0	3	3
TOTAL:				25	70	132	227	227

LINE: 81
DIRECTION: OU
TRIP DATE: 09/02/12

FROM 09/02/12 TO 09/02/12
0001A - 1159P

ORIGIN ZONE: 01 01 02 02 TL TO
DEST ZONE: 01 02 02 TL

START RUN TRIP# BUS #

834	261	3	5403	2	13	3	18
1006	261	5	5403	17	9	7	33
1144	261	7	5403	15	5	3	23
1307	52	2	5277	16	7	3	26
1436	52	4	5277	23	8	4	35
1604	52	6	5277	13	4	3	20
1736	52	8	5277	20	5	2	27
1904	52	10	5277	12	5	3	20

TOTAL: 118 56 28 202
TOTAL TRIPS: 18

LINE: 87
DIRECTION: IN
TRIP DATE: 09/02/12

FROM 09/02/12 TO 09/02/12
0001A - 1159P

ORIGIN ZONE: 01 TO
DEST ZONE: 01 TL

START	RUN	TRIP#	BUS #	51	51
29	59	10	5401	29	29
447	51	1	5251	19	19
540	51	2	5251	35	35
549	52	1	5268	17	17
629	52	2	5268	48	48
631	51	3	5251	32	32
710	51	4	5251	58	58
718	52	3	5268	55	55
740	8	1	5734	41	41
757	52	4	5268	52	52
758	51	5	5251	41	41
830	8	2	5734	75	75
858	52	5	5268	23	23
911	51	6	5251	75	75
914	901	1	5388	23	23
922	8	3	5734	75	75
945	901	2	5388	33	33
950	52	6	5268	33	33
1002	51	7	5251	36	36
1019	901	3	5388	34	34
1025	8	4	5734	80	80
1046	52	7	5268	1	1
1058	901	4	5388	42	42
1058	51	8	5251	62	62
1107	8	5	5734	10	10
1123	901	5	5388	15	15
1136	52	8	5268	85	85
1145	51	9	5251	56	56
1204	8	6	5734	55	55
1213	10	1	5719	40	40
1248	51	10	5251	73	73
1255	8	7	5734	52	52
1316	10	2	5719	79	79
1331	52	1	5268	62	62
1354	8	8	5734	76	76
1407	10	3	5719	76	76
1440	52	2	5268	64	64
1442	8	9	5734	69	69
1504	10	4	5719	83	83
1527	11	1	5259	53	53
1544	8	10	5734		
1555	10	5	5719		

LINE: 87
DIRECTION: IN
TRIP DATE: 09/02/12

FROM 09/02/12 TO 09/02/12
0001A - 1159P

ORIGIN ZONE: 01 TO
DEST ZONE: 01 TL

START	RUN	TRIP#	BUS #		
1623	11	2	5259	100	100
1642	56	1	5256	68	68
1649	10	6	5719	68	68
1722	11	3	5259	48	48
1732	56	2	5256	67	67
1740	10	7	5719	40	40
1809	11	4	5259	66	66
1817	56	3	5256	36	36
1834	10	8	5719	69	69
1904	11	5	5259	53	53
1906	902	1	5718	26	26
1910	56	4	5256	46	46
1926	10	9	5719	36	36
1946	11	6	5259	56	56
1958	56	5	5256	33	33
2016	902	2	5718	33	33
2019	10	10	5719	33	33
2041	11	7	5259	52	52
2054	56	6	5256	48	48
2144	56	7	5256	33	33
2149	11	8	5259	65	65
2234	56	8	5256	55	55
2235	11	9	5259	29	29
2313	11	10	5259	43	43
2336	56	9	5256	20	20

TOTAL: 3297 3297
TOTAL TRIPS: 67

Sunday Headways

Service: Sunday

Route: 1 Newark
 Garage: Hilton
 Direction: To Jersey City

Run	From	Nie	IVY HILL	WEND 18TH	16AV 18ST	MRKT BROD	MKTS PENN	FERR WAYD	CHAP RIVR	EUCD LOCK	RIVR TERM	HDSN CORR	COMM MALL	JONL SQAR	GRND COMM	EXCH PLAC	Leave	To	
201	501aHL	RC	515a	520a	525a	535a	538a		546a		553a		601a	611a			626a		
526	548aHL	RC	602a	607a	612a	622a	625a		633a		640a		648a	658a			728a		
527	629aHL	C	643a	648a	653a	703a	706a		714a		716a		821a				729a		
201	754aHL	R	738a	743a	748a	788a	801a	808a			813a						827a	834a	900a
202		C	808a	813a	818a	828a	831a		839a	841a							854a		
526		RC	838a	843a	848a	858a	901a		909a		916a		924a	934a			1004a		
009	851aHL	C	908a	913a	918a	928a	931a		939a	941a			1021a				954a		
202		R	938a	943a	948a	958a	1001a	1008a			1013a						1103a		
201		C	1008a	1013a	1018a	1028a	1031a		1039a	1041a			1124a	1134a			1054a		
009		R	1041a	1046a	1051a	1101a	1104a	1111a			1116a						1214p		
011	1046aHL	C	1103a	1108a	1113a	1123a	1126a		1134a	1136a			1226p				1154a		
205	1106aHL	C	1123a	1128a	1133a	1143a	1146a		1154a	1156a							1214p		
201		R	1143a	1148a	1153a	1203p	1206p	1213p			1218p						117p		
013	1146aHL	C	1203p	1208p	1213p	1223p	1226p		1234p	1236p			1226p				1255p		
202		C	1223p	1228p	1233p	1243p	1246p		1254p	1256p							118p		
011		R	1243p	1248p	1253p	103p	106p	113p			118p						223p		
205		C	103p	108p	113p	125p	129p		143p	145p							203p		
009		C	123p	128p	133p	145p	149p		203p	205p							223p		
013		R	143p	148p	153p	205p	209p	221p			226p						322p		
207	146pHL	C	203p	208p	213p	225p	229p		243p	245p							303p		
202		C	223p	228p	233p	245p	249p		303p	305p							323p		
545	228pHL	R	245p	250p	255p	307p	311p	323p			328p						423p		
205		C	303p	308p	313p	325p	329p		343p	345p							403p		
009		C	323p	328p	333p	345p	349p		403p	405p							423p		
011		R	343p	348p	353p	405p	409p	421p			426p						522p		
207		C	403p	408p	413p	425p	429p		443p	445p							503p		
016	406pHL	C	423p	428p	433p	445p	449p		503p	505p							523p		
013		R	443p	448p	453p	505p	509p	521p			526p						620p		
205		C	503p	508p	513p	525p	529p		543p	545p							603p		
549	506pHL	C	523p	528p	533p	545p	549p		603p	605p							623p		
209	526pHL	C	543p	548p	553p	605p	609p		623p	625p							653p		
207		R	603p	608p	613p	625p	629p		643p	645p	650p						736p		
016		C	623p	628p	633p	645p	648p		656p	658p							713p		
551	626pHL	C	643p	648p	653p	703p	706p		714p	716p							738p		

Run	From	Nle	IVY HILL	WEND 18TH	16AV 18ST	MRKT BROD	MKTS PENN	FERR WAYD	CHAP RIVR	EUCD LOCK	RIVR TERM	HDSN CORR	COMM MALL	JONL SQAR	GRND COMM	EXCH PLAC	Leave	To
018	659PHL	C	713p	718p	723p	733p	736p		744p	746p							818p	
209		C	743p	748p	753p	803p	806p		814p	816p							858p	
016			815p	820p	825p	835p	838p	845p									921p	
211	836PHL	RC	850p	855p	900p	910p	913p		921p		928p			936p	946p		1026p	
018		C	925p	930p	935p	945p	948p		956p	958p							1013p	
209		R	1000p	1005p	1010p	1020p	1023p		1031p		1038p		1046p		1056p		1121p	
016		C	1035p	1040p	1045p	1055p	1058p		1106p	1108p							1123p	
018		C	1113p	1118p	1123p	1133p	1136p		1144p	1146p							1213x	
211		C	1143p	1148p	1153p	1203x	1206x		1214x	1216x							1243x	
018		RC	102x	107x	112x	122x	125x		133x		140x		148x		158x		226x	
211		RC	152x	157x	202x	212x	215x		223x		230x		238x		248x		318x	

Notes: C - Trip operates via Chapel Street, Newark
R - Trip operates via River Terminal

NJ TRANSIT
Service: Sunday

Headway Report

Effective: 09/02/2012

Route: 1 Newark
Garage: Hilton
Direction: To Newark

Run	From	Nie	EXCH PLAC	COMM GRND	JONL SQAR	COMM MALL	RIVR TERM	EUCD LOCK	CHAP RIVR	CHAP RAYM	PENN MKTS	MRKT BROD	16AV 18ST	WEND 18TH	IVY HILL	Leave	To
201	.	RA			626a	636a	644a	729a	650a	651a	658a	701a	711a	716a	721a	738a	HL 814a
527	.	RA			728a	738a	746a	854a	752a	753a	800a	803a	813a	818a	823a	838a	
202	.	RA								856a	903a	906a	916a	921a	926a	938a	
201	.	R	900a	907a		913a	921a		926a	926a	933a	936a	946a	951a	956a	1008a	
009	.	R						954a		956a	1003a	1006a	1016a	1021a	1026a	1041a	
526	.	R			1004a	1014a	1022a		1027a	1027a	1034a	1037a	1047a	1052a	1057a		HL 1114a
201	.	R						1054a		1056a	1103a	1106a	1116a	1121a	1126a	1143a	
202	.	R	1103a	1110a					1129a	1129a	1136a	1139a	1149a	1154a	1159a	1223p	
011	.	R						1154a		1156a	1203p	1206p	1216p	1221p	1226p	1243p	
205	.	R						1214p		1216p	1223p	1226p	1236p	1241p	1246p	103p	
009	.	R			1214p	1224p	1232p		1237p	1237p	1244p	1247p	1257p	102p	107p	123p	
013	.	R						1255p		1257p	104p	107p	117p	122p	127p	143p	
202	.	R						118p		120p	132p	135p	146p	151p	156p	223p	
201	.	R	117p	124p					144p	144p	156p	159p	210p	215p	220p		HL 237p
205	.	R						203p		205p	217p	220p	231p	236p	241p	303p	
009	.	R						223p		225p	237p	240p	251p	256p	301p	323p	
011	.	R								247p	259p	302p	313p	318p	323p	343p	
207	.	R			223p	233p	242p			305p	317p	320p	331p	336p	341p	403p	
202	.	R						303p		325p	337p	340p	351p	356p	401p		HL 418p
013	.	R	322p	329p													
205	.	R				335p	344p			349p	401p	404p	415p	420p	425p	443p	
009	.	R						403p		405p	417p	420p	431p	436p	441p	503p	
545	.	R						423p		425p	437p	440p	451p	456p	501p		HL 518p
207	.	R			423p	433p	442p			447p	459p	502p	513p	518p	523p		HL 540p
016	.	RA						503p		505p	517p	520p	531p	536p	541p	603p	
011	.	R	522p	529p				523p		525p	537p	540p	551p	556p	601p	623p	
205	.	R								549p	601p	604p	615p	620p	625p		HL 642p
549	.	RA						603p		605p	617p	620p	631p	636p	641p		HL 658p
013	.	RA						623p		625p	637p	640p	650p	655p	700p		HL 713p
209	.	R			620p	630p	639p		645p	646p	653p	656p	706p	711p	716p		HL 729p
016	.	R						653p		655p	702p	705p	715p	720p	725p	743p	
551	.	R						713p		715p	722p	725p	735p	740p	745p	815p	
207	.	R						738p		740p	747p	750p	800p	805p	810p		HL 823p
	.	R							800p	801p	808p	811p	821p	826p	831p		HL 844p

NJ TRANSIT
Service: Sunday

Headway Report

Effective: 09/02/2012

Run	From	Nie	EXCH PLAC	COMM GRND	JONL SOAR	COMM MALL	RIVR TERM	EUCD LOCK	CHAP RIVR	CHAP RAYM	PENN MKTS	MVRT BROD	16AV 18ST	WEND 18TH	IVY HILL	Leave	To	
018	818p	820p	827p	830p	840p	845p	850p	925p	HL 1208x		
209	858p	900p	907p	910p	920p	925p	930p	1000p	HL 1229x			
016	.	.	RA	.	.	.	.	945p	946p	953p	956p	1006p	1011p	1016p	1035p	
018	1013p	1015p	1022p	1025p	1035p	1040p	1045p	1113p				
211	.	.	RA	.	.	.	.	1050p	1051p	1058p	1101p	1111p	1116p	1121p	1143p	
016	1123p	1125p	1132p	1135p	1145p	1150p	1155p				
209	.	.	RA	.	.	.	.	1145p	1146p	1153p	1156p	1206x	1211x	1216x		HL 1208x
018	1213x	1215x	1222x	1225x	1235x	1240x	1245x	102x				
211	1243x	1245x	1252x	1255x	1255x	105x	110x	115x	152x			
018	.	.	RA	.	.	.	.	250x	251x	258x	301x	311x	316x	321x		HL 334x
211	.	.	RA	318x	328x	336x	342x	343x	350x	353x	403x	408x	413x	HL 426x

Notes: A - Trip operates via Lockwood St., Lister Ave., and Chapel St.
R - Trip operates via River Terminal

NU TRANSIT

Headway Report

Effective: 09/01/2012

Service: Sunday

Route: 6 Ocean Avenue - Journal Square
 Garage: Greenville
 Direction: To Journal Square (Jersey City)

Run	From	Nte	MERR ETST	OCCN FULN	COMM GRND	CNTY PLZA	JONL SQAR	Leave	To
001	648aGV		650a	656a	702a	707a	713a	720a	
001			750a	756a	802a	807a	813a	820a	
001			850a	856a	902a	907a	913a	920a	
001			950a	956a	1002a	1007a	1013a	1020a	
001			1050a	1056a	1102a	1107a	1113a	1120a	
001			1150a	1156a	1202p	1207p	1213p	1220p	
001			1250p	1256p	102p	107p	113p	120p	
001			150p	156p	202p	207p	213p	220p	
002	248pGV		250p	256p	302p	307p	313p	320p	
002			350p	356p	402p	407p	413p	420p	
002			450p	456p	502p	507p	513p	520p	
002			550p	556p	602p	607p	613p	620p	
002			650p	656p	702p	707p	713p	720p	
002			750p	756p	802p	807p	813p	820p	
002			850p	856p	902p	907p	913p	920p	
002			950p	956p	1002p	1007p	1013p	1020p	

NU TRANSIT
Service: Sunday

Headway Report

Effective: 09/01/2012

Route: 6 Ocean Avenue - Journal Square
Garage: Greenville
Direction: To Merritt Street (Jersey City)

Run	From	Nie	JONL SQAR	CNTY PLZA	GRND COMM	OCEN FULN	MERR ETST	Leave	To
001			720a	726a	731a	737a	743a	750a	
001			820a	826a	831a	837a	843a	850a	
001			920a	926a	931a	937a	943a	950a	
001			1020a	1026a	1031a	1037a	1043a	1050a	
001			1120a	1126a	1131a	1137a	1143a	1150a	
001			1220p	1226p	1231p	1237p	1243p	1250p	
001			120p	126p	131p	137p	143p	150p	
001			220p	226p	231p	237p	243p		GV 245p
002			320p	326p	331p	337p	343p	350p	
002			420p	426p	431p	437p	443p	450p	
002			520p	526p	531p	537p	543p	550p	
002			620p	626p	631p	637p	643p	650p	
002			720p	726p	731p	737p	743p	750p	
002			820p	826p	831p	837p	843p	850p	
002			920p	926p	931p	937p	943p	950p	
002			1020p	1026p	1031p	1037p	1043p		GV 1045p

Route: 80 Greenville - Journal Square - Exchange Place
Garage: Greenville
Direction: To Exchange Place Terminal (Jersey City)

Run	From	Ne	GATE AVE	DANF WEST	WEST COMM	JONL SQAR	EXCH PLAC	Leave	To
052	600aGV		600a	605a	610a	619a		625a	
052			650a	655a	700a	709a		715a	
052			740a	745a	750a	759a		805a	
052			830a	835a	840a	849a	906a	915a	
262	915aGV		915a	920a	925a	934a	951a	1000a	
052			1000a	1005a	1010a	1019a	1036a	1045a	
262			1045a	1050a	1055a	1104a	1121a	1130a	
052			1130a	1135a	1140a	1149a	1206p	1215p	
262			1215p	1220p	1225p	1234p	1251p	100p	
052			100p	105p	112p	121p	140p	145p	
009	145pGV		145p	150p	157p	206p	225p	230p	
010	230pGV		230p	235p	242p	251p	310p	315p	
009			315p	320p	327p	336p	355p	400p	
010			400p	405p	412p	421p	440p	445p	
009			445p	450p	457p	506p	525p	530p	
010			530p	535p	542p	551p	610p	615p	
009			615p	620p	627p	636p	655p	700p	
010			700p	705p	712p	721p	740p	745p	
009			745p	750p	757p	806p	825p	830p	
010			830p	835p	842p	851p	910p	915p	
009			915p	920p	927p	936p	955p	1000p	
010			1000p	1005p	1012p	1021p	1040p	1045p	

NU TRANSIT
Service: Sunday

Headway Report

Effective: 09/01/2012

Route: 80 Greenville - Journal Square - Exchange Place
Garage: Greenville
Direction: To Gates Avenue (Jersey City)

Run	From	Nie	EXCH	JONL	WEST	DAN	GATE	Leave	To
		PLAC	PLAC	SGAR	COMM	AVE	AVE		
052	.		625a	634a	639a	644a	650a		
052	.		715a	724a	729a	734a	740a		
052	.		805a	814a	819a	824a	830a		
052	.		915a	932a	941a	946a	951a	1000a	
262	.		1000a	1017a	1026a	1031a	1036a	1045a	
052	.	1045a	1102a	1111a	1116a	1121a	1130a		
262	.	1130a	1147a	1156a	1201p	1206p	1215p		
052	.	1215p	1232p	1241p	1246p	1251p	100p		
262	.	100p	117p	126p	131p	136p			GV 136p
052	.	145p	204p	213p	220p	225p			GV 225p
009	.	230p	249p	258p	305p	310p	315p		
010	.	315p	334p	343p	350p	355p	400p		
009	.	400p	419p	428p	435p	440p	445p		
010	.	445p	504p	513p	520p	525p	530p		
009	.	530p	549p	558p	605p	610p	615p		
010	.	615p	634p	643p	650p	655p	700p		
009	.	700p	719p	728p	735p	740p	745p		
010	.	745p	804p	813p	820p	825p	830p		
009	.	830p	849p	858p	905p	910p	915p		
010	.	915p	934p	943p	950p	955p	1000p		
009	.	1000p	1019p	1028p	1035p	1040p			GV1040p
010	.	1045p	1104p	1113p	1120p	1125p			GV1125p

NJ TRANSIT
 Service: Sunday

Headway Report

Effective: 09/01/2012

Route: 81 Bayonne - Jersey City
 Garage: Greenville
 Direction: To Exchange Place (Jersey City)

Run	From	Nie	1ST& AVEC	54ST AVEC	GATE AVE	GRND COMM	GRVE ST	EXCH PLAC	Leave	To
261	.	.	745a	759a	802a	813a	820a	823a	830a	
261	.	.	915a	929a	932a	943a	950a	953a	1000a	
261	.	.	1045a	1059a	1102a	1113a	1120a	1123a	1130a	
052	.	1155aGV	1215p	1229p	1232p	1243p	1250p	1253p	100p	
052	.	.	145p	159p	202p	213p	220p	223p	230p	
052	.	.	315p	329p	332p	343p	350p	353p	400p	
052	.	.	445p	459p	502p	513p	520p	523p	530p	
052	.	.	615p	629p	632p	643p	650p	653p	700p	
052	.	.	740p	754p	757p					GV757p

NU TRANSIT
Service: Sunday

Headway Report

Effective: 09/01/2012

Route: 81 Bayonne - Jersey City
Garage: Greenville
Direction: To Bayonne

Run	From	Nie	EXCH	GRVE	GRND	GATE	54ST	1ST&	Leave	To
			PLAC	ST	COMM	AVE	AVEC	AVEC		
261	725a	GV				725a	728a	742a	745a	
261			830a	833a	840a	851a	854a	908a	915a	
261			1000a	1003a	1010a	1021a	1024a	1038a	1045a	
261			1130a	1133a	1140a	1151a	1154a	1208p		GV1228p
052			100p	103p	110p	121p	124p	138p	145p	
052			230p	233p	240p	251p	254p	308p	315p	
052			400p	403p	410p	421p	424p	438p	445p	
052			530p	533p	540p	551p	554p	608p	615p	
052			700p	703p	710p	721p	724p	738p	740p	

NU TRANSIT
Service: Sunday

Headway Report

Effective:

09/01/2012

Route: 87 Jersey City - Hoboken
Garage: Greenville
Direction: To Hoboken

Run	From	Nie	GATE	COMM	JONL	PALI	HUDS	Leave	To
		AVE	AVE	AVE	SOAR	&FRK	TERM		
051	500aGV	500a	510a	520a	530a	540a	545a		
052	545aGV	545a	555a	605a	615a	625a	630a		
051		630a	640a	650a	700a	710a	715a		
052		715a	725a	735a	745a	755a	800a		
008	750aGV	750a	800a	810a	820a	831a	840a		
051		825a	838a	848a	858a	909a	915a		
052		900a	913a	923a	933a	944a	950a		
008		935a	948a	958a	1008a	1019a	1025a		
051		1010a	1023a	1033a	1043a	1054a	1100a		
052		1045a	1058a	1108a	1118a	1129a	1135a		
008		1120a	1133a	1143a	1153a	1204p	1210p		
051		1155a	1208p	1218p	1228p	1239p	1245p		
010	1230pGV	1230p	1243p	1253p	103p	114p	120p		
008		105p	118p	128p	138p	149p	155p		
052	140pGV	140p	153p	203p	213p	224p	230p		
010		215p	228p	238p	248p	259p	305p		
008		250p	303p	313p	323p	334p	340p		
011	330pGV	330p	343p	353p	403p	414p	420p		
010		405p	418p	428p	438p	449p	455p		
056	440pGV	440p	453p	503p	513p	524p	530p		
011		515p	528p	538p	548p	559p	605p		
010		550p	603p	613p	623p	634p	640p		
056		625p	638p	648p	658p	709p	715p		
011		700p	713p	723p	733p	744p	750p		
010		735p	748p	758p	808p	819p	825p		
056		810p	823p	833p	843p	853p	900p		
011		900p	910p	920p	930p	940p	945p		
056		945p	955p	1005p	1015p	1025p	1035p		
011		1030p	1040p	1050p	1100p	1110p	1115p		
056		1130p	1140p	1150p	1200x	1210x	1215x		

NJ TRANSIT
Service: Sunday

Headway Report

Effective: 09/01/2012

Route: 87 Jersey City - Hoboken
Garage: Greenville
Direction: To Gates Avenue (Jersey City)

Run	From	Nte	HUDS TERM	FRNK WEBS	JONL SQAR	MONT HARR	GATE AVE	Leave	To
051	.	.	545a	555a	605a	614a	625a	630a	
052	.	.	630a	640a	650a	659a	710a	715a	
051	.	.	715a	725a	735a	744a	755a	825a	
052	.	.	800a	810a	820a	829a	840a	900a	
008	.	.	840a	850a	900a	909a	920a	935a	
051	.	.	915a	925a	935a	944a	955a	1010a	
052	.	.	950a	1000a	1010a	1019a	1030a	1045a	
008	.	.	1025a	1035a	1045a	1054a	1106a	1120a	
051	.	.	1100a	1110a	1120a	1131a	1145a	1155a	
052	.	.	1135a	1145a	1155a	1206p	1220p		GV1220p
008	.	.	1210p	1220p	1230p	1241p	1255p	105p	
051	.	.	1245p	1255p	105p	116p	130p		GV 130p
010	.	.	120p	130p	140p	151p	205p	215p	
008	.	.	155p	205p	215p	226p	240p	250p	
052	.	.	230p	240p	250p	301p	315p		GV 315p
010	.	.	305p	315p	325p	336p	350p	405p	
008	.	.	340p	350p	400p	411p	425p		GV 425p
011	.	.	420p	430p	440p	451p	505p	515p	
010	.	.	455p	505p	515p	526p	540p	550p	
056	.	.	530p	540p	550p	601p	615p	625p	
011	.	.	605p	615p	625p	636p	650p	700p	
010	.	.	640p	650p	700p	711p	725p	735p	
056	.	.	715p	725p	735p	746p	800p	810p	
011	.	.	750p	800p	810p	819p	830p	900p	
010	.	.	825p	835p	845p	854p	905p		GV 905p
056	.	.	900p	910p	920p	929p	940p	945p	
011	.	.	945p	955p	1005p	1014p	1025p	1030p	
056	.	.	1035p	1045p	1055p	1104p	1115p	1130p	
011	.	.	1115p	1125p	1135p	1144p	1155p		GV1155p
056	.	.	1215x	1225x	1235x	1244x	1255x		GV1255x

Rate Schedules

**No. 1 Newark (Northern)
No. 361 Newark Express (Northern)
Rate Schedule**

	Municipality	Zones	1	2	3
Springfield Avenue at 43rd Street to 18th Avenue at Grove Street	Maplewood Newark	1	1.50	2.35	2.90
18th Avenue at Grove Street to Lincoln Highway at Hackensack River	Newark Irvington Kearny	2		1.50	2.35
Lincoln Highway at Passaic River to Exchange Place -or- Journal Square Transportation Center	Kearny Jersey City	3			1.50

PATH Emergency

Rate Schedule

To accomodate riders when PATH trains are temporarily out of service

Between Newark, Zone 2 and:	Municipality	Zone	
	Jersey City	73	1.75

Note: Overlapping Zone Boundary in Kearny

An Overlapping Zone Boundary exists for the City of Kearny between the Passaic and Hackensack Rivers.

Eastbound passengers boarding in Kearny (east of the Passaic River) will be registered as boarding in Zone 3.

Eastbound passengers discharging in Kearny (west of the Hackensack River) will be registered as discharging in Zone 2.

Westbound passengers boarding in Kearny (west of the Hackensack River) will be registered as boarding in Zone 2.

Westbound passengers discharging in Kearny (east of the Passaic River) will be registered as discharging in Zone 3.

Intrastate fare rates effective: **May 1, 2010**

No. 6 Ocean Avenue

Rate Schedule

	Municipality	Zones	1
Ocean Avenue at Merritt Street -or- Garfield Avenue HBLR Station to Journal Square Transportation Center	Jersey City	1	1.50

Fare rates effective: **May 1, 2010**

Operated By
Academy (22 Hillside)

No. 10 Bayonne - Jersey City

Rate Schedule

	Municipality	Zones	1	2
Journal Square Transportation Center to JFK Boulevard at West 63rd Street	Jersey City	1	1.50	2.35
JFK Boulevard at West 63rd Street to JFK Boulevard at West 2nd Street	Bayonne	2		1.50

Fare Rates effective: May 1, 2010

Correction No. 52

1st Revised Page
 Cancels
 Original Page

No. 80 Greenville-Journal Square-Exchange Place (Northern)

Rate Schedule

	Municipality	Zones	1
Old Bergen Road at Gates Avenue to Montgomery Street at Greene Street, Exchange Place Transit Mall	Jersey City	1	1.50

Fare rates effective: **May 1, 2010**
 Correction No 64

No. 81 Greenville (Northern)

Rate Schedule

	Municipality	Zones	1	2
Montgomery Street at Hudson Street to Avenue C at 57th Street -or- New Jersey Turnpike Interchange 14A	Jersey City	1	1.50	2.35
Old Bergen Road at Gates Avenue -or- New Jersey Turnpike Interchange 14A to First Street at Avenue C	Bayonne	2		1.50

Note: Zone Boundary Overlap exists within Jersey City between Old Bergen Road at Gates Avenue & Avenue C at 57th Street, Jersey City-Bayonne line. Passengers boarding/disembarking within the overlap will be charged the lower zone rate.

Fare Rates effective: **May 1, 2010**

No. 87 King Drive (Northern)

Rate Schedule

	Municipality	Zones	1	2
Old Bergen Road at Gates Avenue to Hudson Place Terminal -or- Summit Avenue at Paterson Plank Road	Jersey City Hoboken	1	1.50	2.35
Summit Avenue at Paterson Plank Road County Avenue UPS bus stop	Union City North Bergen Secaucus	2		1.50

Fare Rates effective: May 1, 2010

Operated By
Academy (22 Hillside)

No. 119 Bayonne-Jersey City-New York (Northern Division)

Rate Schedule

	Municipality	Zones	1	2	3	4	Type of Fare
Port Authority Bus Terminal	New York	1	x	3.20	4.25	5.50	OW
			x	27.00	39.00	47.00	10T
			x	98.00	136.00	153.00	MP
New York-New Jersey Line to Paterson Plank Road at Congress Street	Weehawken	2					OW
	Hoboken			1.50	2.35	2.90	
	Union City						
Paterson Plank Road at Congress Street to JFK Boulevard at 63rd Street	Jersey City	3			1.50	2.35	OW
JFK Boulevard at 63rd Street to JFK Boulevard at 1st Street	Bayonne	4				1.50	OW

Fare rates effective: May 1, 2010

Correction No. 48

No. 120 Bayonne - Wall Street Express (Northern)

Rate Schedule

	Municipality	Zones	1	2	3	Type of Fare
Battery Place at Greenwich Street (Via Holland Tunnel)	New York	1	X	3.20	4.25	OW
			X	27.00	39.00	10T
			X	98.00	136.00	MP
Boyle Plaza-Erie Street at US Hwy 1 to New Jersey Turnpike Interchange 14A	Jersey City	2		1.50	2.35	OW
New Jersey Turnpike Interchange 14A to Broadway at 1st Street	Bayonne	3			1.50	OW

Note:

Patrons showing a two (2) Zone Intrastate Monthly Pass, and requesting transportation on NJ TRANSIT's No. 120 Line to/from New York City, may do so by paying an additional \$1.75 to the operator upon boarding vehicle.

Fare rates effective: May 1, 2010



Appendix: Traffic Analysis



Bayonne/Greenville/Journal Square Bus Rapid Transit Study



Contents

- Study area traffic counts
- Straight line diagrams
- Parking designations along corridors
- Intersection traffic analysis

Table 1: Traffic Counts (AADT) from NJDOT

Location	Municipality	Year	AADT	AADT (N or E)	AADT (S or W)
Bergen Ave., between Forest St. and Boyd Ave.	Jersey City	2011	9,153	4,589	4,564
Bergen Ave., between Highland Ave. and Vroom St.	Jersey City	2011	15,239	8,626	6,613
JFK Blvd., between 4th St. and Margaret St.	Bayonne	2011	6,045	4,087	1,958
JFK Blvd., between 14th St. and 15th St.	Bayonne	2010	10,239	5,972	4,267
JFK Blvd., between Union St. and Clendenny St.	Jersey City	2009	23,515	12,565	10,950
NJ 440, between JFK Blvd. and Ave. C	Bayonne	2011	24,153	10,761	13,392
NJ 440, between Kellogg St. and Danforth Rd.	Jersey City	2011	41,525	20,747	20,778
NJ 440, north of Kellogg St.	Jersey City	2007	46,727	22,562	24,165
		2010	56,888	26,426	30,462
MLK Dr., between Grant St. and Claremont St.	Jersey City	2007	9,332	4,383	4,949
West Side Ave., between Claremont Ave. and Yale Ave.	Jersey City	2011	8,800	4,115	4,685
West Side Ave., between Stuyvestant Ave. and Sip Ave.	Jersey City	2011	10,462	5,508	4,954

Source: NJDOT

Table 2: AM Traffic Counts (12-Hour Volumes) from Local Sources

Location	Municipality	Date	Total Volume	Volume (N or E)	Volume (S or W)	Peak (N or E)	Peak (S or W)
Ocean Ave. at Kearney Ave.	Jersey City	10/07	---	2,672	1,472	7:00	7:00
Bergen Ave. at Oxford Ave.	Jersey City	10/07	---	2,120	2,113	7:00	8:00
NJ 440 and Clendenny Avenue	Jersey City	08/04/09	16,213	9,218	6,995	8:00	8:00
West Side Ave., between Claremont and Yale Aves.	Jersey City	05/08/12	3,684	2,052	1,632	10:00	7:00/ 11:00

Source: City of Jersey City, Division of Engineering

Table 3: PM Traffic Counts (12-Hour Volumes) from Local Sources

Location	Municipality	Date	Total Volume	Volume (N or E)	Volume (S or W)	Peak (N or E)	Peak (S or W)
Ocean Ave. at Kearney Ave.	Jersey City	10/07	---	3,828	3,228	14:00	16:00
Bergen Ave. at Oxford Ave.	Jersey City	10/07	---	3,171	3,929	15:00	17:00
NJ 440 at Clendenny Avenue	Jersey City	08/04/09	24,723	13,266	11,457	17:00	17:00
West Side Ave., between Claremont and Yale Aves.	Jersey City	05/08/12	5,147	2,504	2,643	16:00	14:00

Source: City of Jersey City, Division of Engineering

Table 4: AM Turning Movement Peak-Hour Counts from Local Sources

Location	Municipality	Date	Volume (N or E)	Volume (S or W)	Peak
NJ 440 at Communipaw Ave.	Jersey City	08/04/09	837	877	7:30
NJ 440 at Culver Ave.	Jersey City	08/04/09	1,532	1,144	7:30
NJ 440 at Kellogg St.	Jersey City	08/04/09	1,278	1,184	7:30
NJ 440 at Society Hill Dr.	Jersey City	08/04/09	1,154	1,088	7:30
Ocean Ave. at Danforth Ave.	Jersey City	05/14/2008	286	291	7:45
West Side Ave. at Danforth Ave.	Jersey City	05/14/08	0	280	8:00
West Side Ave. at Communipaw Ave.	Jersey City	05/14/2008	329	282	7:45
JFK Blvd at Communipaw Ave.	Jersey City	05/15/2008	1,425	770	7:30
MLK Dr. at Communipaw Ave.	Jersey City	05/15/2008	648	475	7:45

Source: City of Jersey City, Division of Engineering; Jersey City Master Plan Circulation Element

Table 5: PM Turning Movement Peak-Hour Counts from Local Sources

Location	Municipality	Date	Volume (N or E)	Volume (S or W)	Peak
NJ 440 at Communipaw Ave.	Jersey City	08/04/09	1,228	1,616	4:45
NJ 440 at Culver Ave.	Jersey City	08/04/09	1,495	1,710	4:30
NJ 440 at Kellogg St.	Jersey City	08/04/09	1,165	1,934	5:00
NJ 440 at Society Hill Dr.	Jersey City	08/04/09	1,063	1,609	5:00
Ocean Ave. at Danforth Ave.	Jersey City	05/14/2008	357	394	5:30
West Side Ave. at Danforth Ave.	Jersey City	05/14/08	0	501	5:30
West Side Ave. at Communipaw Ave.	Jersey City	05/14/2008	388	548	5:00
JFK Blvd at Communipaw Ave.	Jersey City	05/15/2008	1,062	1,190	4:45
MLK Dr. at Communipaw Ave.	Jersey City	05/15/2008	268	329	4:45

Source: City of Jersey City, Division of Engineering; Jersey City Master Plan Circulation Element

Table 6: Additional Study Area Traffic Counts (AADT) from NJDOT

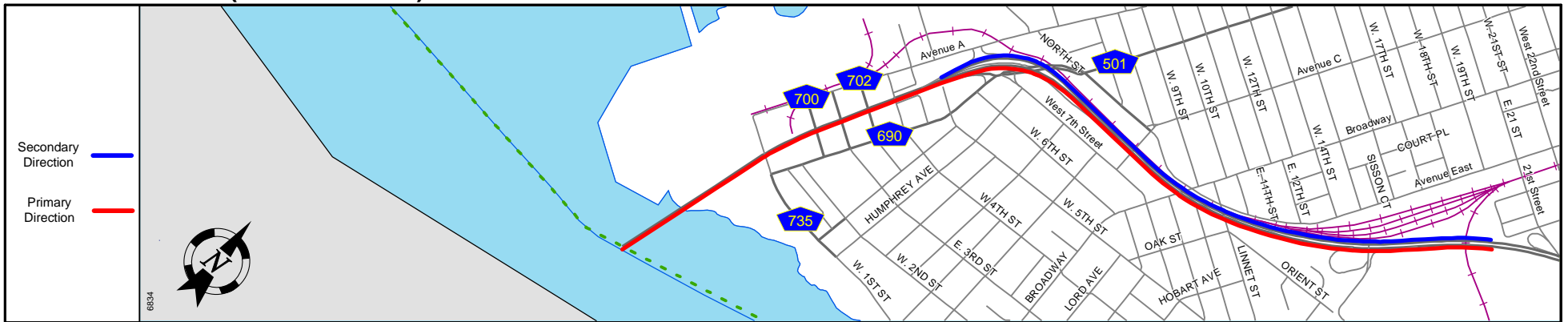
Location	Municipality	Year	AADT	AADT (N or E)	AADT (S or W)
Old Bergen Rd., between Lembeck Ave. and Greenville Ave.	Jersey City	2011	4,374	2,598	1,776
Danforth Ave., between Fowler Ave. and JFK Blvd.	Jersey City	2011	7,816	3,857	3,959
Mallory Ave., between Virginia Ave. and Boyd Ave.	Jersey City	2011	9,268	3,753	5,515
Communipaw Ave., between Halliday St. and Van Horne St.	Jersey City	2011	6,350	3,683	2,667
Communipaw Ave., between JFK Blvd. and West Side Ave.	Jersey City	2011	17,049	8,415	8,634
Arlington Ave., between Carteret St. and Union St.	Jersey City	2011	2,086	1,211	875
Johnston Ave., between Cornelison Ave. and Grand St	Jersey City	2011	2,487	1,111	1,376
Summit Ave., between Crawford St. and Maiden Ln.	Jersey City	2011	6,615	3,731	2,884
Pacific Ave., between Maple St. and Johnston Ave.	Jersey City	2011	7,026	3,651	3,375
Grand Street, between State St. and Bishop St.	Jersey City	2011	18,071	9,872	8,199
Newark Ave., between I-78 and Waldo Ave.	Jersey City	2011	18,638	11,042	7,596
Ave. A, between 15th St. and 16th St.	Bayonne	2006	5,569	2,594	2,975
		2009	5,577	2,796	2,781
Seaview Ave., between JFK Blvd. and Old Bergen Rd.	Jersey City	2008	3,365	1,822	1,543
		2011	2,816	926	1,890
Grand St., between Merseles St. and Center St.	Jersey City	2008	22,617	11,132	11,485
		2011	22,976	13,132	9,844
Tonnelle Ave., between Pavonia Ave. and Magnolia Ave.	Jersey City	2007	10,082	4,689	5,393

		2010	10,516	5,090	5,426
Summit Ave., between Sip Ave. and Magnolia Ave.	Jersey City	2008	16,177	8,405	7,772
		2011	19,027	9,350	9,677
Sip Ave., between Freeman Ave. and Emerson Ave.	Jersey City	2006	10,174	6,114	4,060
		2009	10,886	6,521	4,365
Sip Ave., between Jones St. and Summit Ave.	Jersey City	2007	9,546	4,264	5,282
		2010	11,699	5,740	5,959

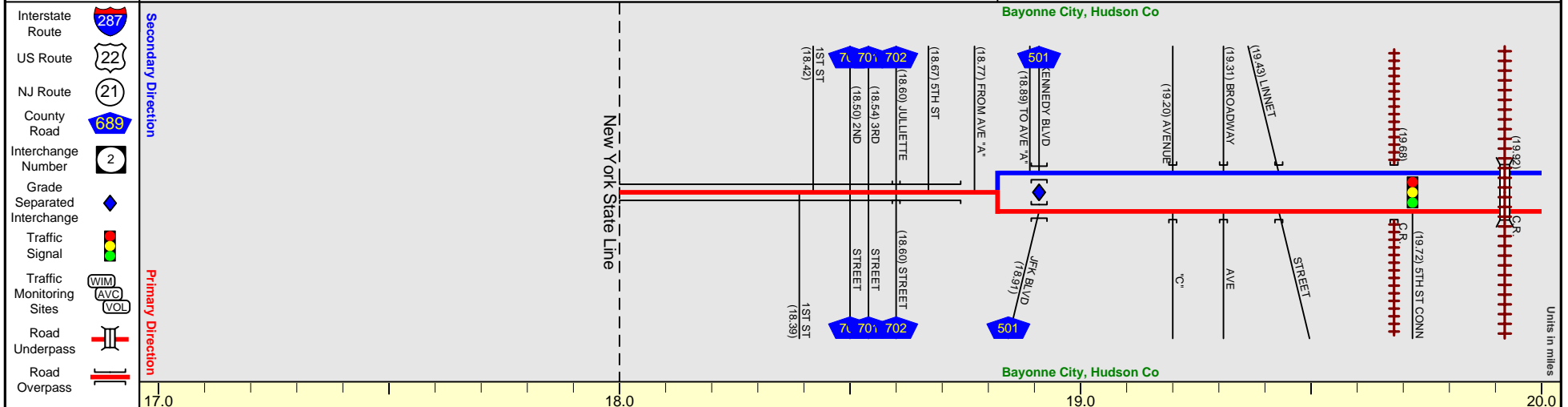
Source: NDOT

Straight Line Diagrams

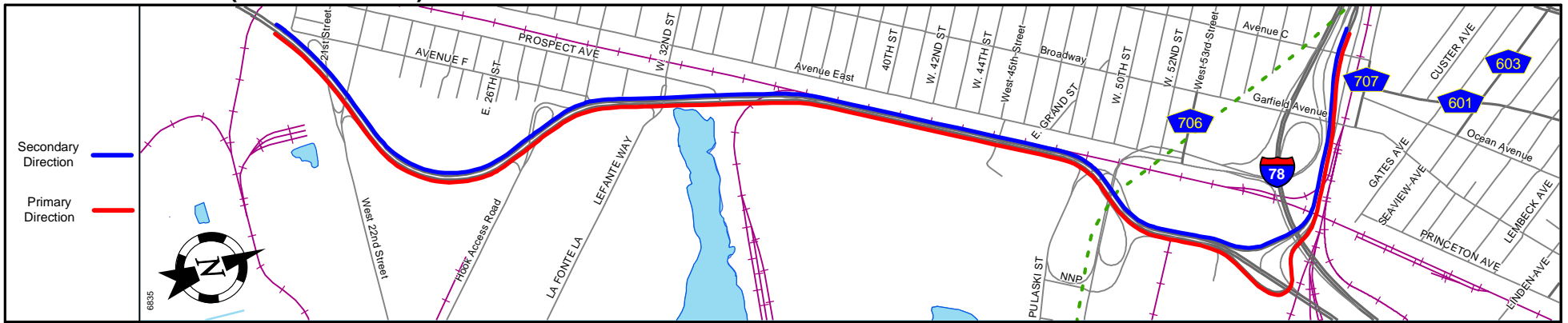
Straight line diagrams for the following roadways have been reviewed: West Side Ave. (CR 605); Bergen Ave. (CR 607); Ocean Ave.; MLK Dr. (CR 609); NJ 440; Ave. C; and, JFK Blvd. (CR 501). These straight line diagrams appear below.



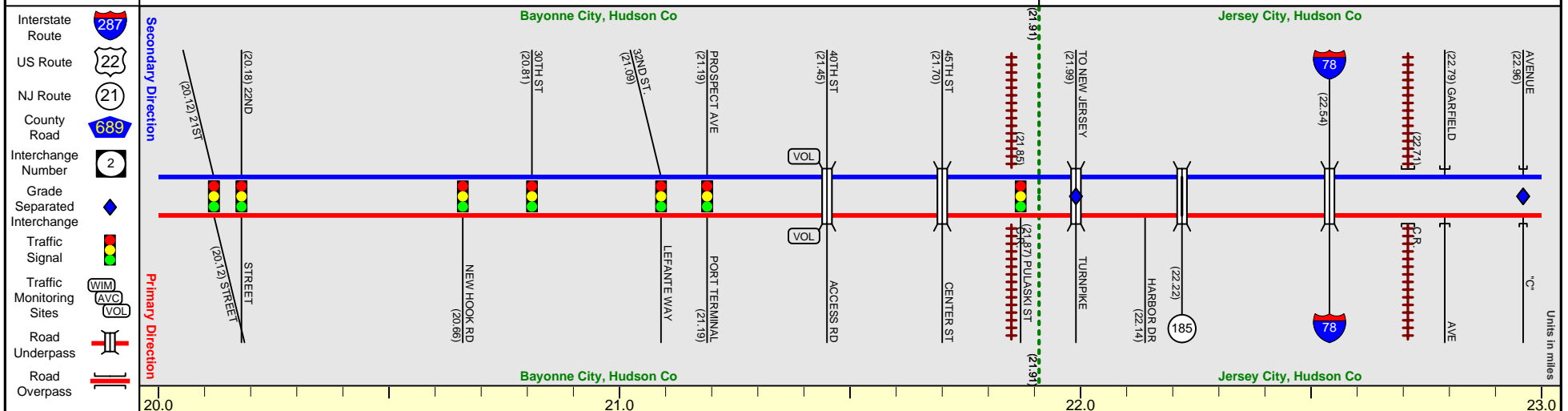
Pavement	24	27	24
Shoulder	3		12
Number of Lanes	2		
Speed Limit	45	50	
Street Name	Joseph A. LeFante Memorial Highway		



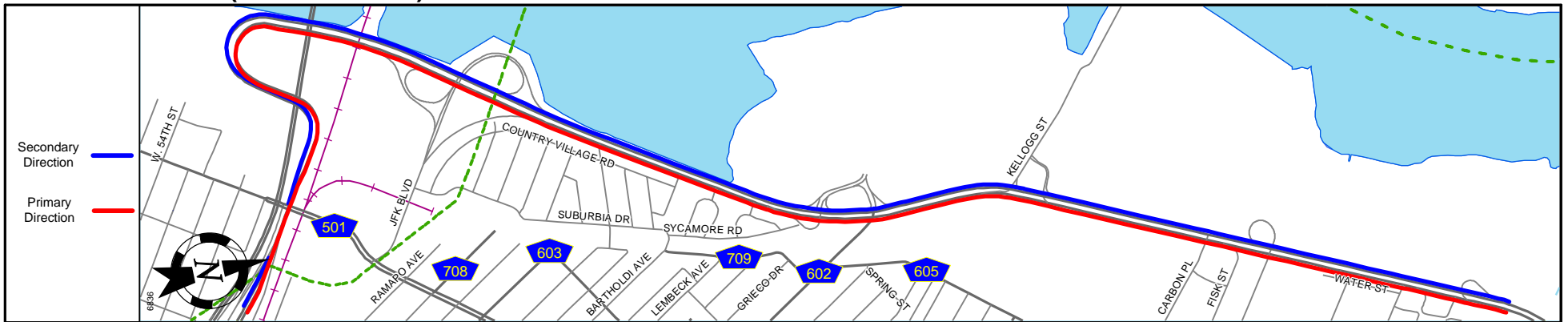
Street Name	Joseph A Lefante Memorial Highway						
Jurisdiction	Port Authority of N.Y & N.J.	N.J.D.O.T.					
Functional Class	Urban Principal Arterial						
Federal Aid - NHS Sy	NHS						
Control Section	0918	0921					
Speed Limit	45	50					
Number of Lanes	4	1	2				
Med. Type	None	Positive	Curbed				
Med. Width	0	VAR	12				
Pavement	40	24	37	24			
Shoulder	0	3	10	0	12		
Traffic Volume							
Traffic Sta. ID							
Structure No.	BAYONE BR.	0921151,152	0921154	0921156	0921158	N/A	0921159
Enlarged Views							



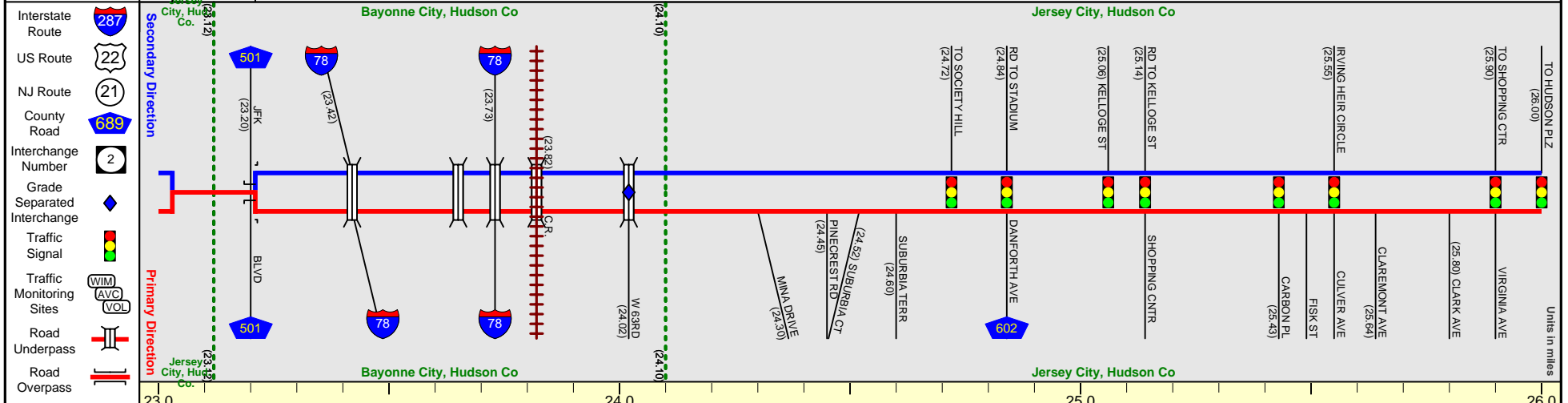
Pavement	24		12		24	
Shoulder	12		10		0	
Number of Lanes	2		1		2	
Speed Limit	50		40			
Street Name	Joseph A. LeFante Memorial Highway				NJ 440	



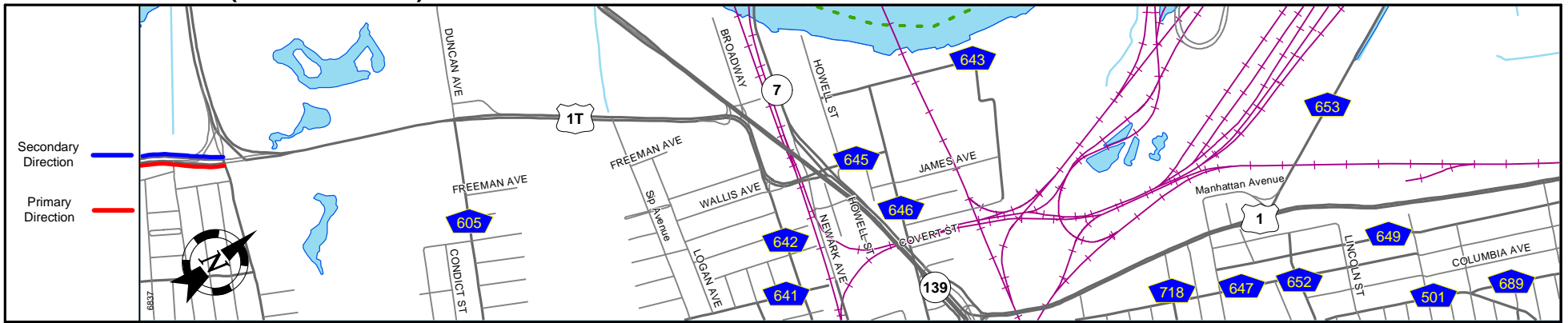
Street Name	Joseph A Lefante Memorial Highway				NJ 440			
Jurisdiction	N.J.D.O.T.							
Functional Class	Urban Principal Arterial							
Federal Aid - NHS Sy	NHS				STRAHNET Conn.			
Control Section	0921				0913			
Speed Limit	50				40			
Number of Lanes	2							
Med. Type	Curbed				Positive			
Med. Width	12				VAR			
Pavement	24				12			
Shoulder	12				10			
Traffic Volume	28,465 (2009)		35,340 (2009)		27,985 (2007)		46,727 (2007)	
Traffic Sta. ID	3-4:314		3-1:020		3-4:315		3-4:312	
Structure No.	3-4:314		3-1:020		3-4:315		3-4:312	
Enlarged Views	0913151		0913152		TPKN353F		N/A	
					TPKN353D		0913158	
							0913160	
							0913157	



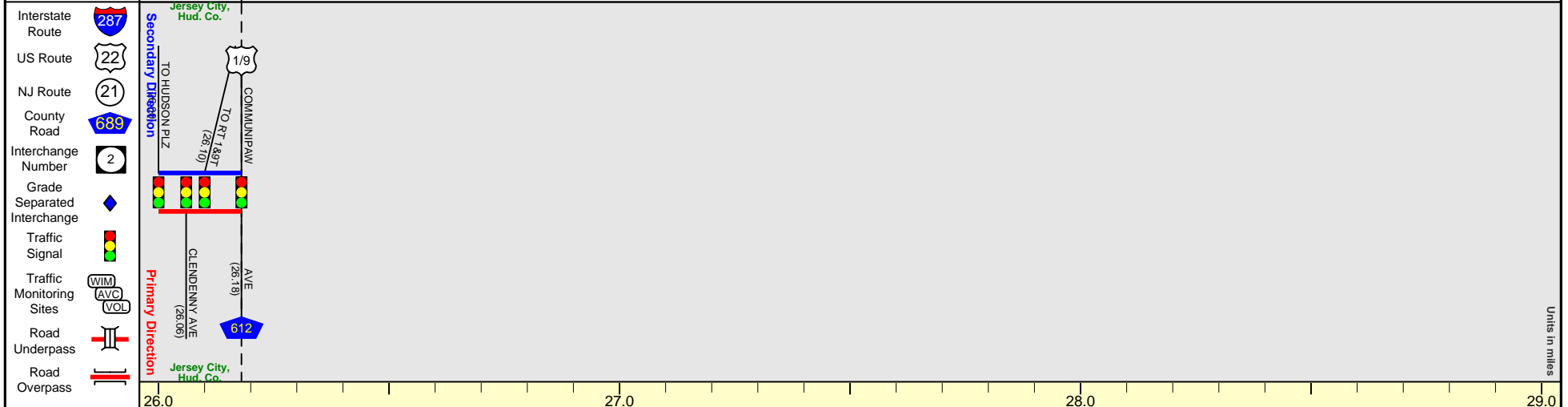
Pavement	24	28	12	20	24	12
Shoulder	10					
Number of Lanes	2			2		
Speed Limit	40			45		
Street Name	NJ 440			NJ 440		



Street Name	NJ 440					
Jurisdiction	N.J.D.O.T.					
Functional Class	Urban Principal Arterial					
Federal Aid - NHS Sy	NHS					
Control Section	0913		0918		0915	
Speed Limit	40			45		
Number of Lanes				2		
Med. Type	Positive	None		Curbed		Unprotected
Med. Width	VAR	0	VAR	18	VAR	VAR
Pavement	24	28		24		
Shoulder	10			12		
Traffic Volume						
Traffic Sta. ID						
Structure No.	0913155	TPKN075	TPK075	0915150	0915151	
Enlarged Views						

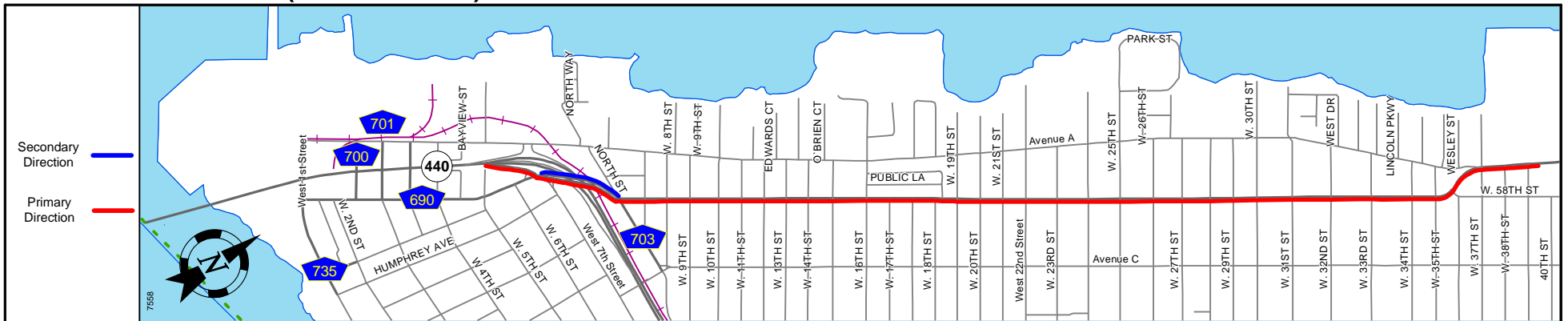


Pavement	24
Shoulder	12
Number of Lanes	2
Speed Limit	45
Street Name	NJ 440

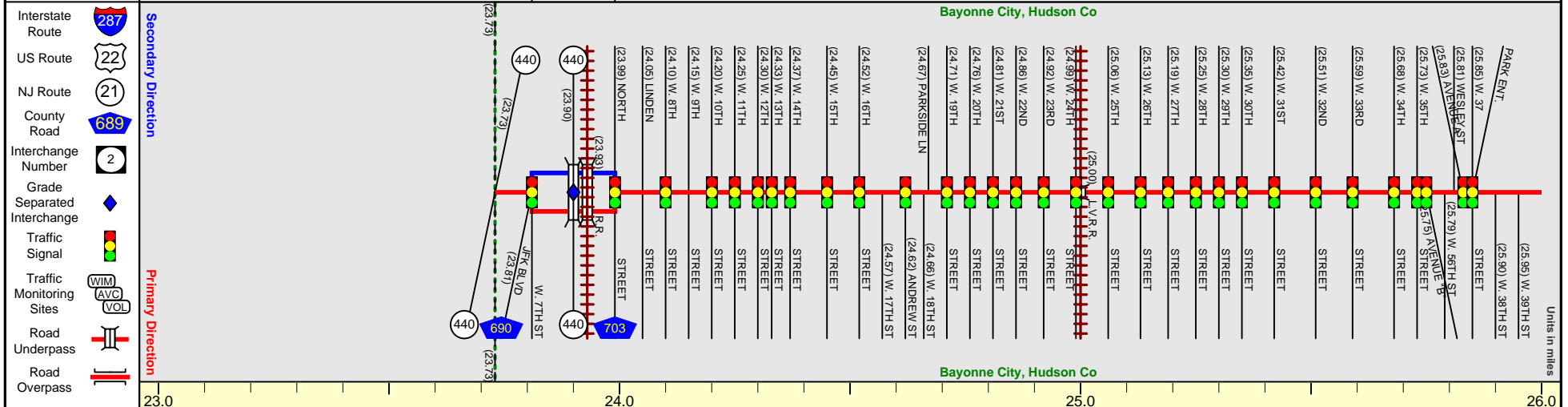


Street Name	NJ 440
Jurisdiction	N.J.D.O.T.
Functional Class	Urban Principal Arterial
Federal Aid - NHS Sy	NHS
Control Section	0915
Speed Limit	45
Number of Lanes	2
Med. Type	Unprotected
Med. Width	VAR
Pavement	24
Shoulder	12
Traffic Volume	
Traffic Sta. ID	
Structure No.	
Enlarged Views	

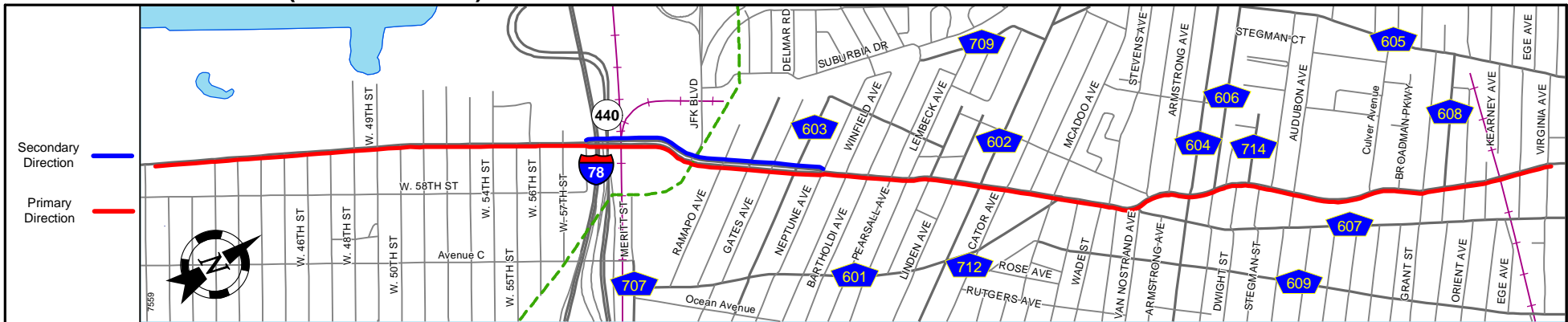
End NJ 440 MP=26.18



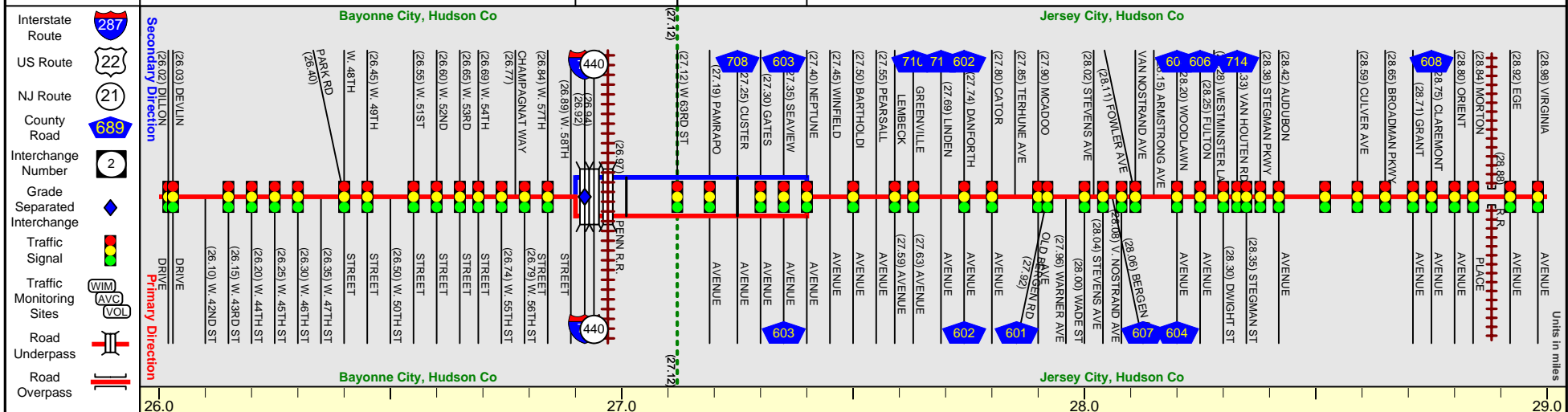
Pavement	28
Shoulder	0
Number of Lanes	2
Speed Limit	25
Street Name	Kennedy Boulevard



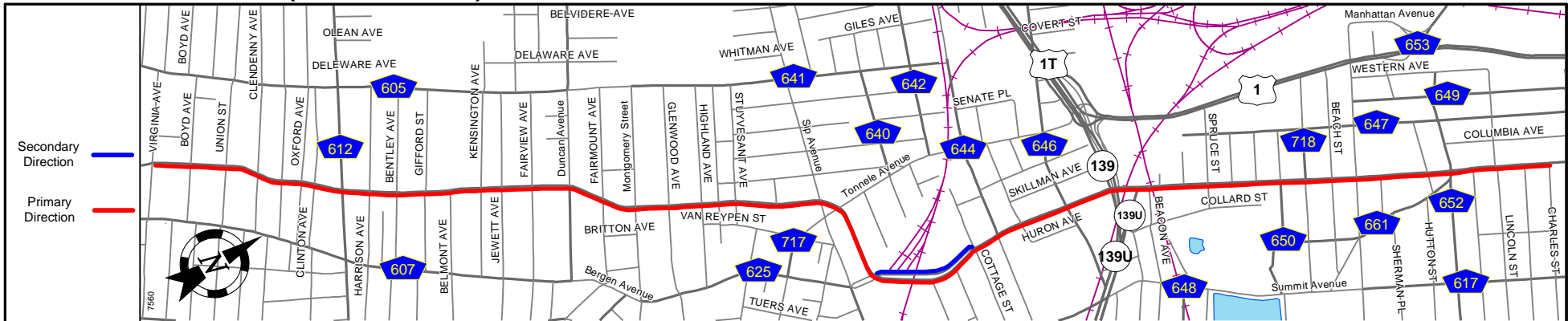
Street Name	Kennedy Boulevard	
Jurisdiction	County	
Functional Class	Urban Minor Arterial	
Federal Aid - NHS Sy	NHS	
Control Section	25	
Speed Limit	25	
Number of Lanes	1	4
Med. Type	None	Positive
Med. Width	0	3
Pavement	22	28
Shoulder	0	
Traffic Volume	12,652 (2005)	
Traffic Sta. ID	3-4-404	
Structure No.	N/A	
Enlarged Views	N/A	



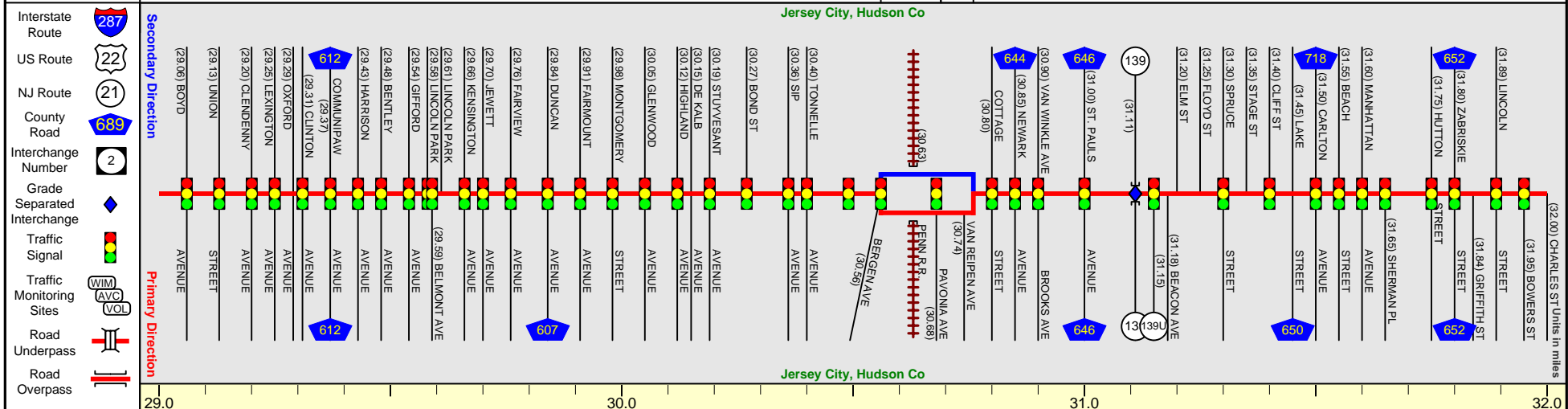
Pavement	30
Shoulder	0
Number of Lanes	2
Speed Limit	25
Street Name	Kennedy Boulevard Hudson Boulevard



Street Name	Kennedy Boulevard		Hudson Boulevard	
Jurisdiction	County			
Functional Class	Urban Minor Arterial			
Federal Aid - NHS Sy	NHS			
Control Section				
Speed Limit	25			
Number of Lanes	4	2	4	
Med. Type	None	Curbed	None	
Med. Width	0	5	0	
Pavement	60	30	60	
Shoulder	0			
Traffic Volume				
Traffic Sta. ID				
Structure No.	0913155 TPKN3.00		N/A	
Enlarged Views				



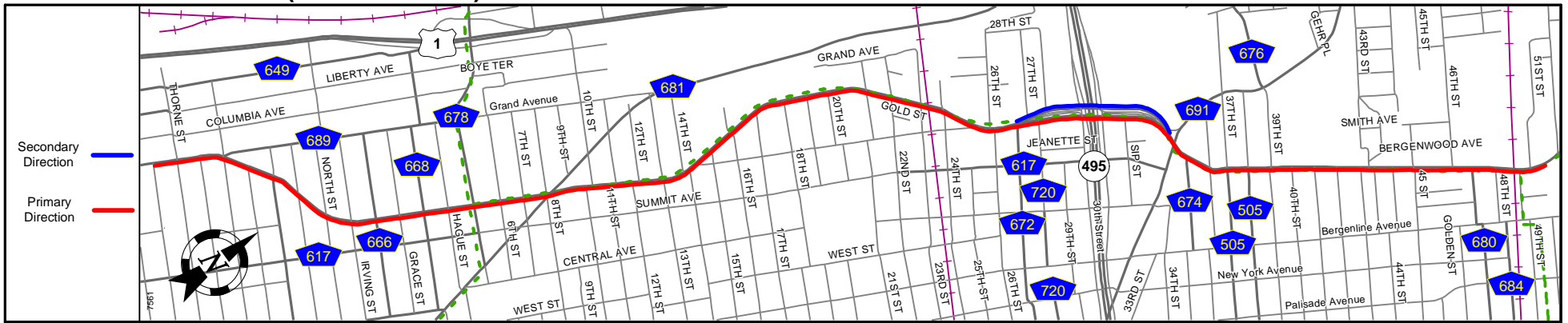
Pavement	46
Shoulder	0
Number of Lanes	4
Speed Limit	25
Street Name	Hudson Boulevard | JFK Boulevard



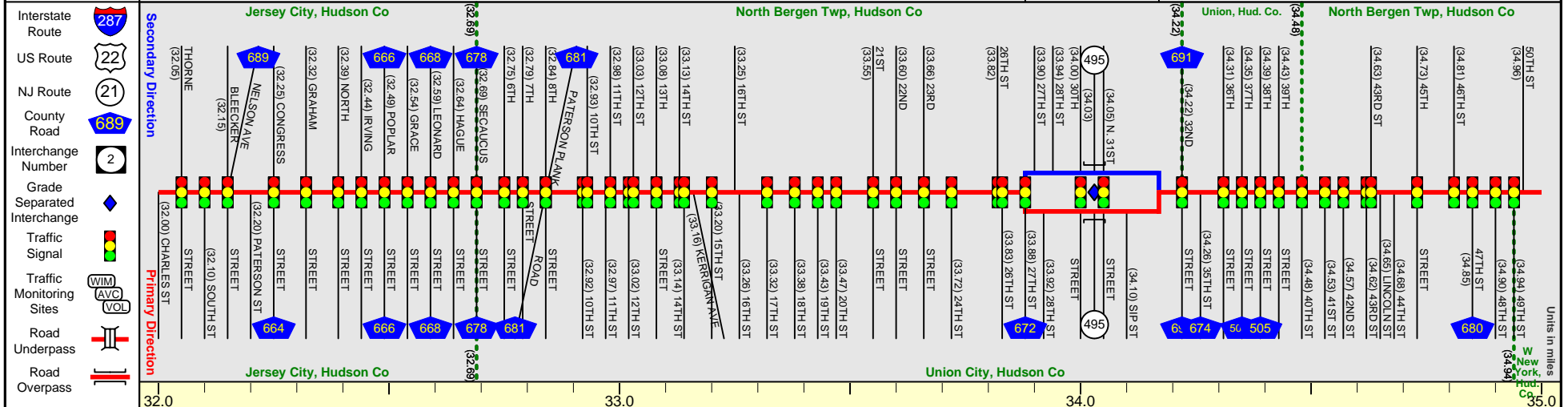
Street Name	Hudson Boulevard		JFK Boulevard	
Jurisdiction	County			
Functional Class	Urban Minor Arterial		Urban Principal Arterial	
Federal Aid - NHS Sy	NHS			
Control Section				
Speed Limit	25			
Number of Lanes	4	3	5	4
Med. Type	None	Curbed		None
Med. Width	0	VAR		0
Pavement	60	30		60
Shoulder	0			
Traffic Volume	23,515 (2009)			
Traffic Sta. ID	3-4,405			
Structure No.	N/A		N/A	
Enlarged Views				

ROUTE 501 (South to North)

Mile Posts: 32.000 - 35.000



Pavement	28	36
Shoulder	0	
Number of Lanes	2	3
Speed Limit	25	
Street Name	JFK Boulevard	



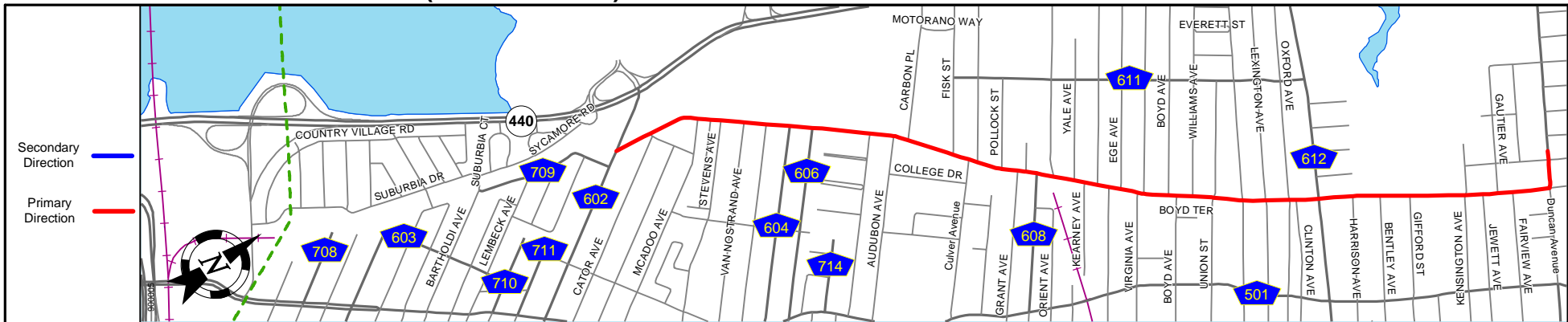
Street Name	JFK Boulevard	
Jurisdiction	County	
Functional Class	Urban Principal Arterial	
Federal Aid - NHS Sy	NHS	
Control Section	25	
Speed Limit	25	
Number of Lanes	4	4
Med. Type	None	None
Med. Width	0	0
Pavement	60	60
Shoulder	0	
Traffic Volume	20,255 (2007)	31,127 (2008)
Traffic Sta. ID	3-4-406	2-4-402
Structure No.	0917154	
Enlarged Views		

SRI = 0000501

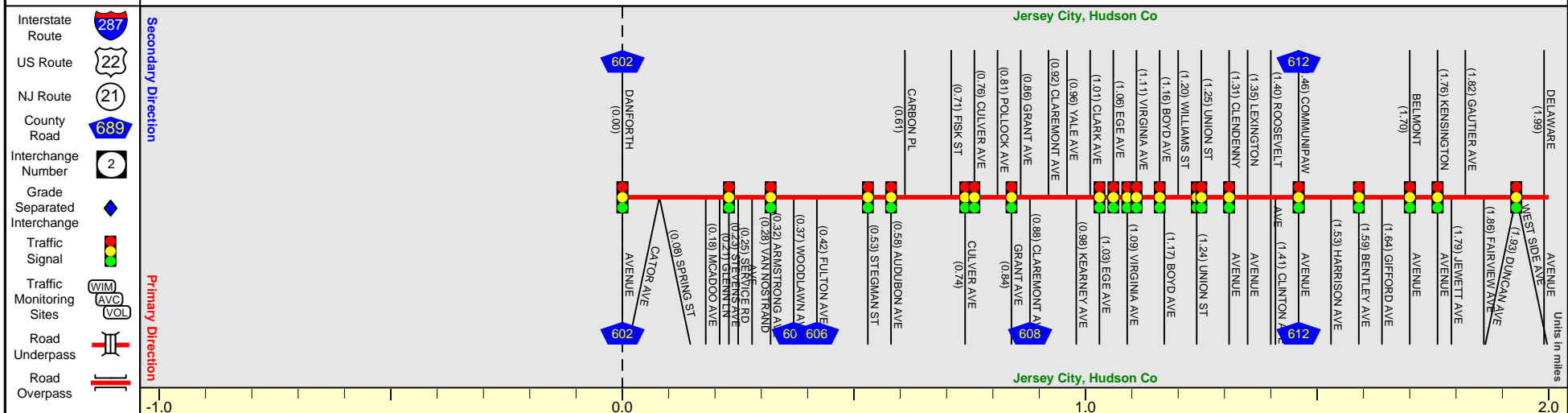
Date last inventoried: September 2006

HUDSON COUNTY 605 (South to North)

Mile Posts: 0.000 - 2.000



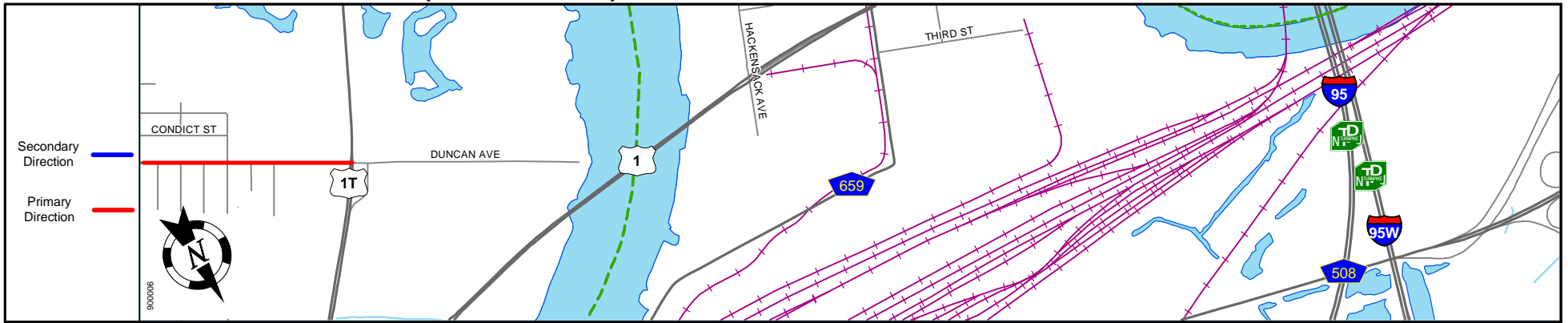
Pavement
Shoulder
Number of Lanes
Speed Limit
Street Name



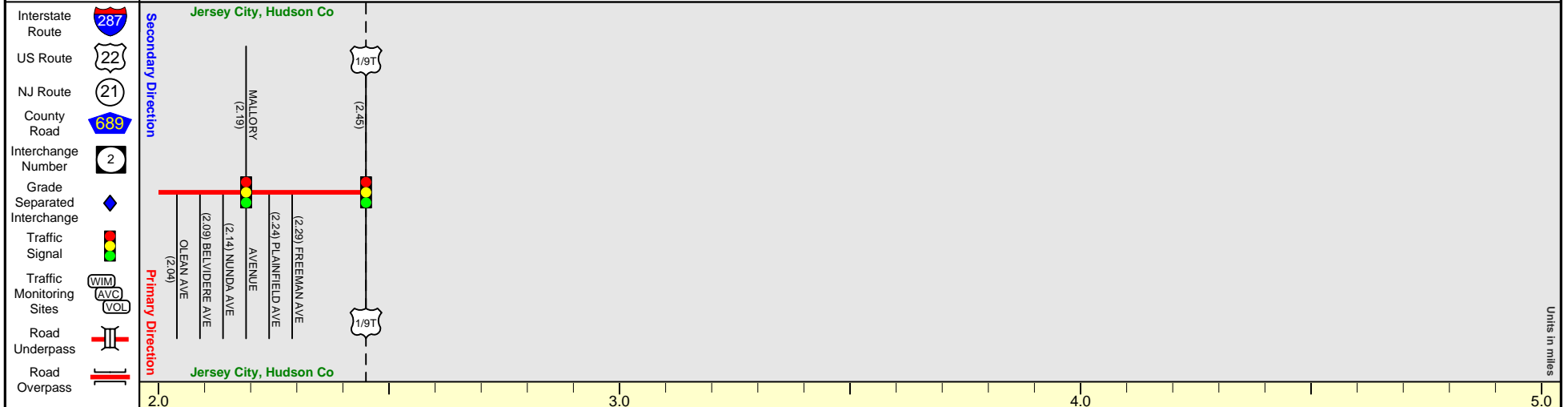
Street Name	West Side Avenue	Duncan Avenue
Jurisdiction	Municipal	
Functional Class	Urban Minor Arterial	
Federal Aid - NHS Sy	STP	
Control Section		
Speed Limit	25	
Number of Lanes	2	
Med. Type	None	
Med. Width	0	
Pavement	39	48
Shoulder	0	
Traffic Volume		
Traffic Sta. ID		
Structure No.		
Enlarged Views		

SRI = 0900605

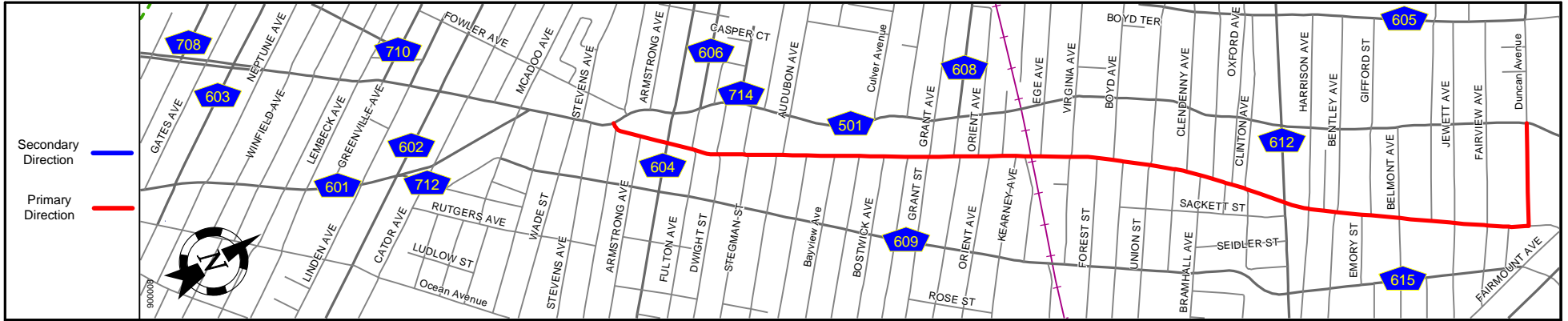
Date last inventoried: August 2000



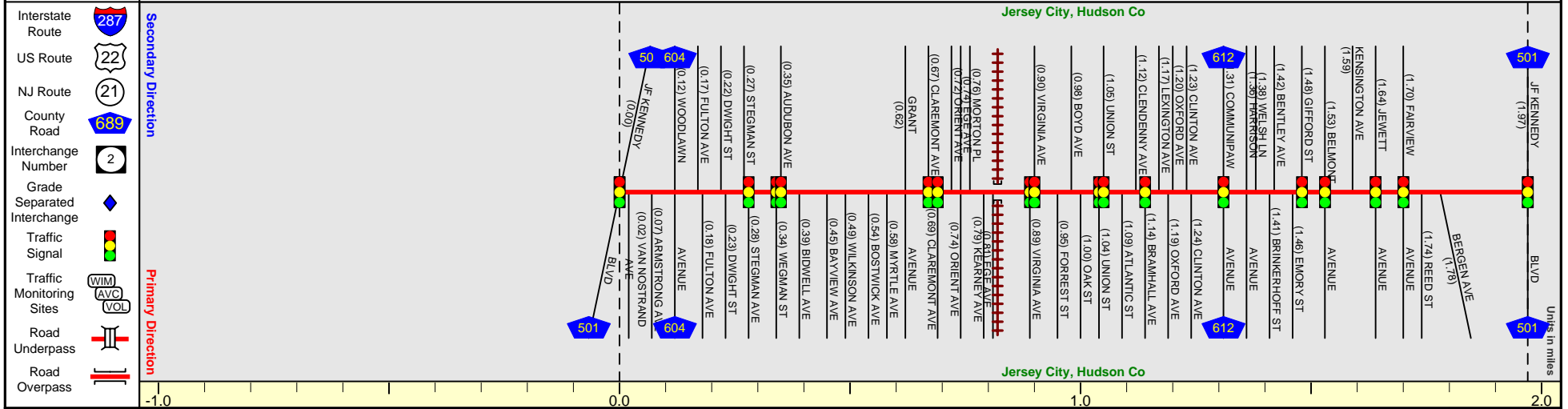
Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	



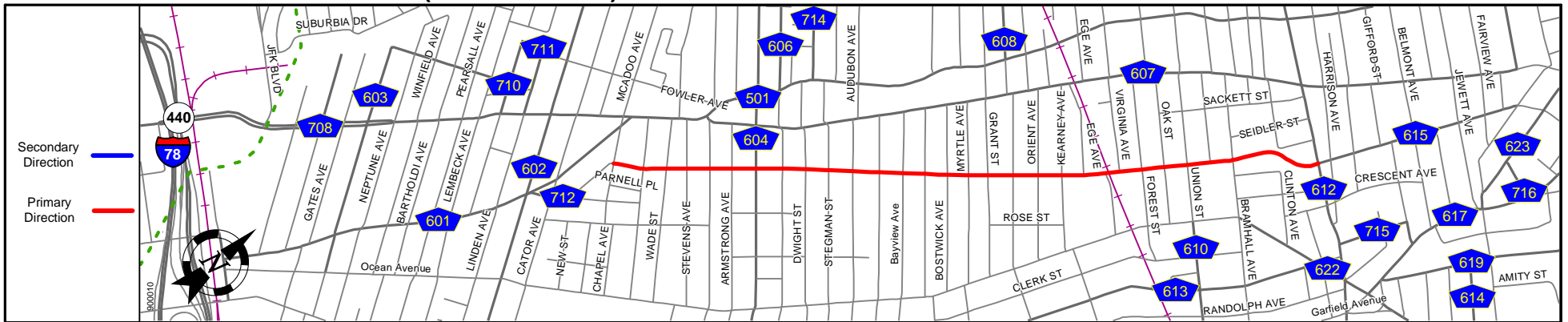
Street Name	Duncan Avenue	
Jurisdiction	Municipal	
Functional Class	Urban Minor Arterial	
Federal Aid - NHS Sy	STP	
Control Section		
Speed Limit	25	
Number of Lanes	2	
Med. Type	None	
Med. Width	0	
Pavement	48	
Shoulder	0	
Traffic Volume		
Traffic Sta. ID		
Structure No.		
Enlarged Views		



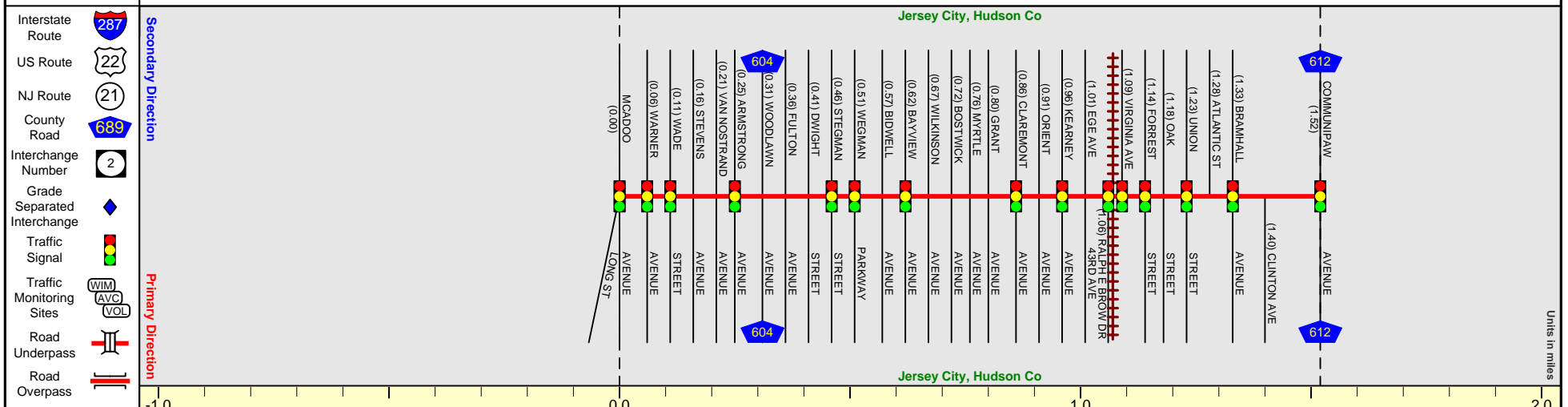
Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	



Street Name	Bergen Avenue	Duncan Avenue
Jurisdiction	Municipal	
Functional Class	Urban Minor Arterial	
Federal Aid - NHS Sy	STP	
Control Section		
Speed Limit	25	
Number of Lanes	2	
Med. Type	None	
Med. Width	0	
Pavement		
Shoulder		
Traffic Volume	0	
Traffic Sta. ID		
Structure No.		
Enlarged Views		



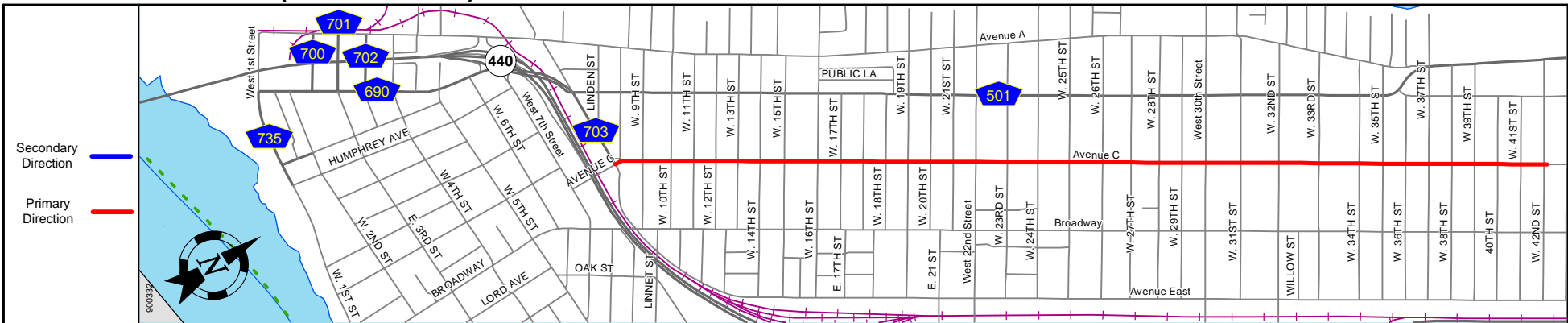
Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	



Street Name	Martin Luther King Drive
Jurisdiction	Municipal
Functional Class	Urban Collector
Federal Aid - NHS Sy	STP
Control Section	
Speed Limit	25
Number of Lanes	2
Med. Type	None
Med. Width	0
Pavement	35
Shoulder	0
Traffic Volume	
Traffic Sta. ID	
Structure No.	
Enlarged Views	

AVENUE C (South to North)

Mile Posts: 0.000 - 2.000



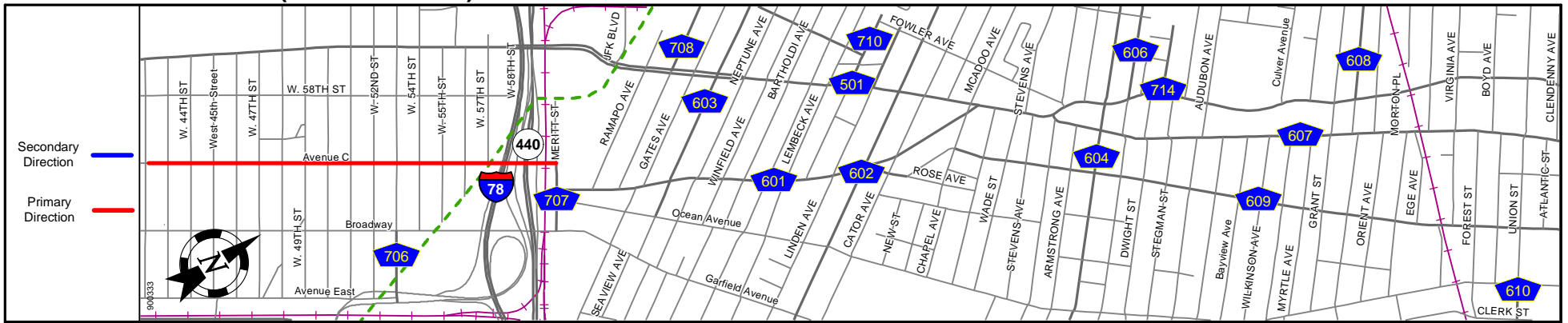
Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	

Interstate Route		
US Route		
NJ Route		
County Road		
Interchange Number		
Grade Separated Interchange		
Traffic Signal		
Traffic Monitoring Sites		
Road Underpass		
Road Overpass		
Secondary Direction		
Primary Direction		
<p style="text-align: center;">Bayonne City, Hudson Co</p> <p style="text-align: center;">(1.99) W 42ND STREET</p> <p style="text-align: center;">(1.94) W 41TH STREET</p> <p style="text-align: center;">(1.89) W 40TH STREET</p> <p style="text-align: center;">(1.84) W 39TH S STREET</p> <p style="text-align: center;">(1.79) W 38TH STREET</p> <p style="text-align: center;">(1.74) W 37TH STREET</p> <p style="text-align: center;">(1.69) W 36TH STREET</p> <p style="text-align: center;">(1.64) W 35TH STREET</p> <p style="text-align: center;">(1.59) W 34TH STREET</p> <p style="text-align: center;">(1.56) JOAN REE TERR STREET</p> <p style="text-align: center;">(1.51) W 33RD STREET</p> <p style="text-align: center;">(1.42) W 32ND STREET</p> <p style="text-align: center;">(1.34) W 31ST STREET</p> <p style="text-align: center;">(1.26) W 30TH STREET</p> <p style="text-align: center;">(1.21) W 29TH STREET</p> <p style="text-align: center;">(1.16) W 28TH STREET</p> <p style="text-align: center;">PEOPLES BAPTIST (1.10) WAY STREET</p> <p style="text-align: center;">(1.04) W 26TH STREET</p> <p style="text-align: center;">(0.97) W 25TH STREET</p> <p style="text-align: center;">(0.91) W 24TH STREET</p> <p style="text-align: center;">(0.84) W 23RD STREET</p> <p style="text-align: center;">(0.77) W 22ND STREET</p> <p style="text-align: center;">(0.72) W 21TH STREET</p> <p style="text-align: center;">(0.68) W 20TH STREET</p> <p style="text-align: center;">(0.63) W 19TH STREET</p> <p style="text-align: center;">(0.58) W 18TH STREET</p> <p style="text-align: center;">(0.53) ANDREW STREET</p> <p style="text-align: center;">(0.48) W 17TH STREET</p> <p style="text-align: center;">(0.43) W 16TH STREET</p> <p style="text-align: center;">(0.36) W 15TH STREET</p> <p style="text-align: center;">(0.31) W 14TH STREET</p> <p style="text-align: center;">(0.26) W 13TH STREET</p> <p style="text-align: center;">(0.21) W 12TH STREET</p> <p style="text-align: center;">(0.17) W 11TH STREET</p> <p style="text-align: center;">(0.12) W 10TH STREET</p> <p style="text-align: center;">(0.06) W 9TH STREET</p> <p style="text-align: center;">(0.01) W 8TH STREET</p> <p style="text-align: center;">(0.00) NORTH ST STREET</p> <p style="text-align: right;">Units in miles</p>		
<p style="text-align: center;">Bayonne City, Hudson Co</p>		
<p style="text-align: center;">Avenue C</p>		

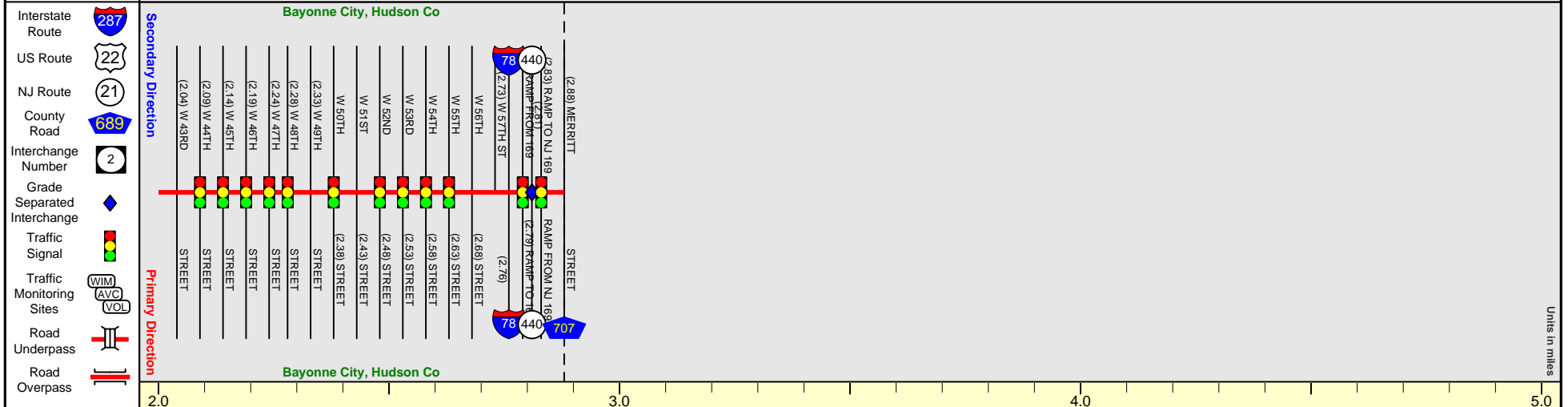
Street Name	Avenue C
Jurisdiction	Municipal
Functional Class	Urban Minor Arterial
Federal Aid - NHS Sy	STP
Control Section	
Speed Limit	25
Number of Lanes	4
Med. Type	None
Med. Width	0
Pavement	60
Shoulder	0
Traffic Volume	
Traffic Sta. ID	
Structure No.	
Enlarged Views	

SRI = 09011543

Date last inventoried: August 2000



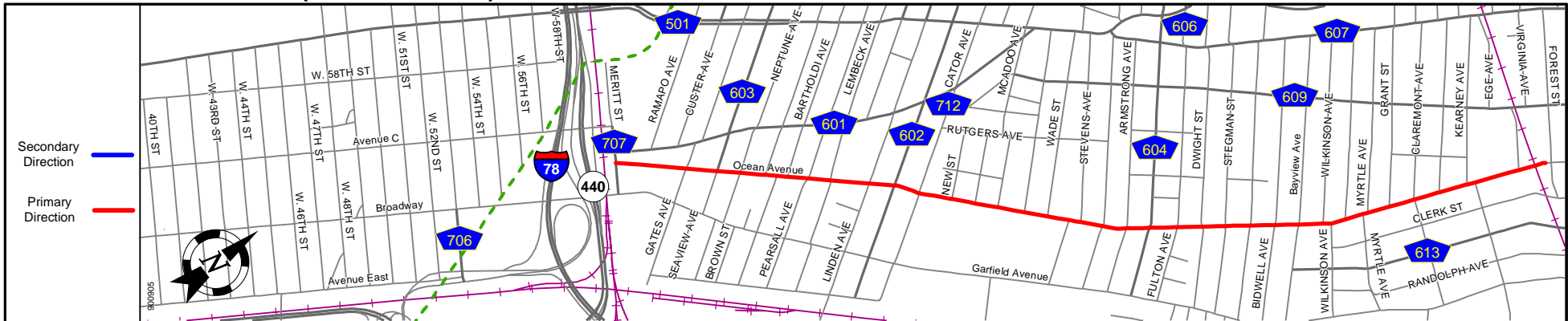
Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	



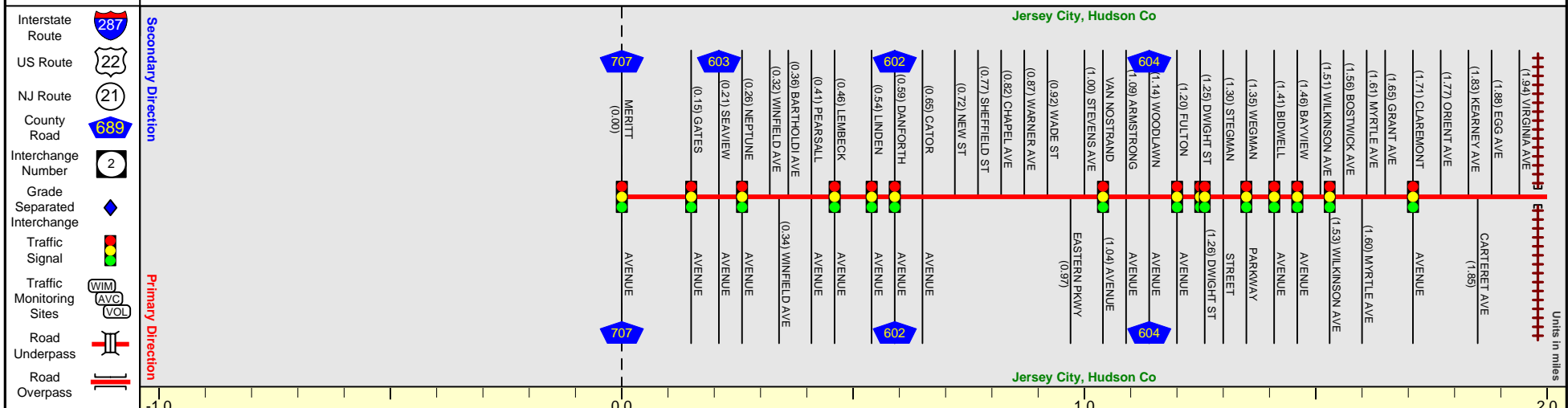
Street Name	Avenue C
Jurisdiction	Municipal
Functional Class	Urban Minor Arterial
Federal Aid - NHS Sy	STP
Control Section	
Speed Limit	25
Number of Lanes	4
Med. Type	None
Med. Width	0
Pavement	60
Shoulder	0
Traffic Volume	
Traffic Sta. ID	
Structure No.	
Enlarged Views	

OCEAN AVE (South to North)

Mile Posts: 0.000 - 2.000



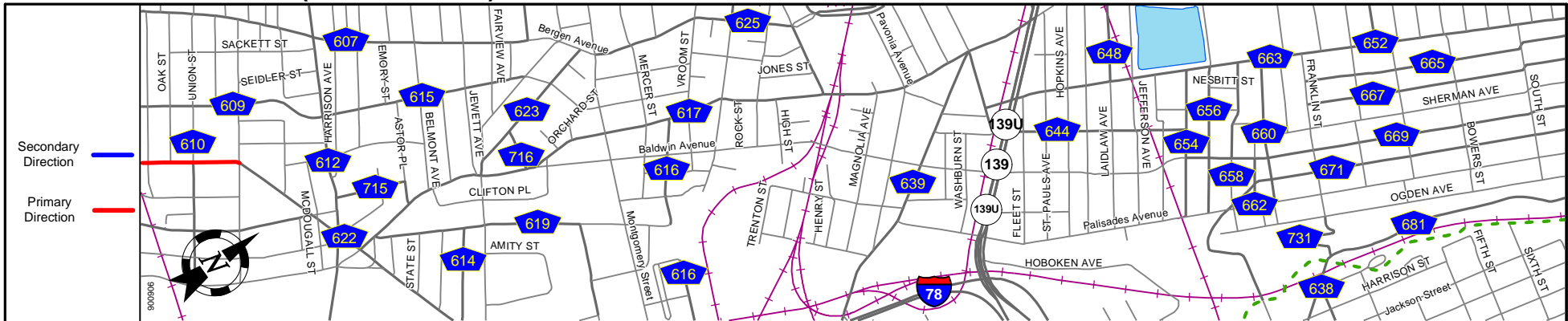
Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	



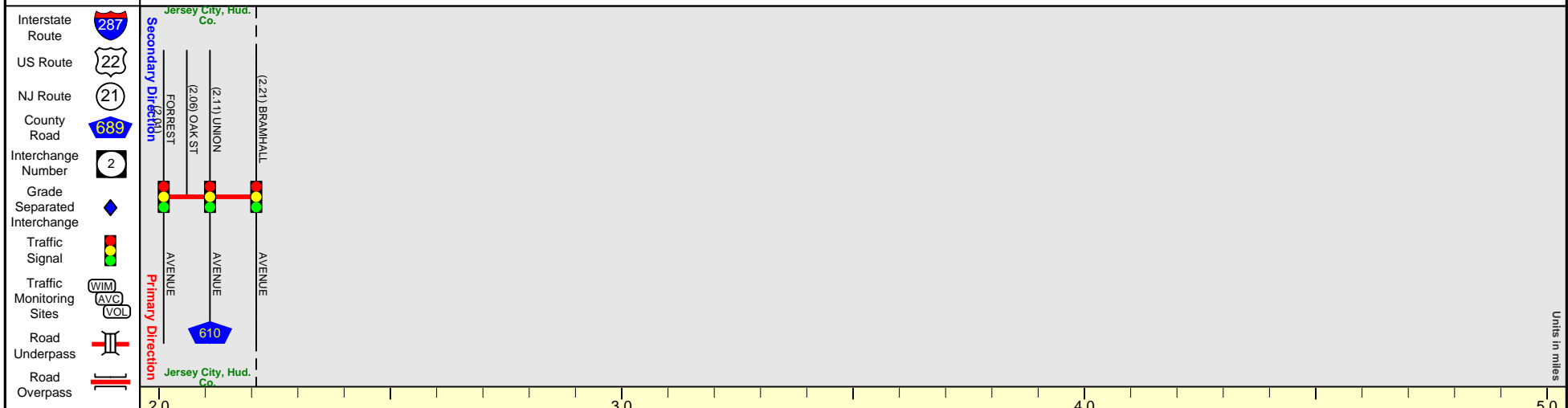
Street Name	Ocean Avenue
Jurisdiction	Municipal
Functional Class	Urban Minor Arterial
Federal Aid - NHS Sy	STP
Control Section	Begin Ocean Ave MP=0
Speed Limit	25
Number of Lanes	2
Med. Type	None
Med. Width	0
Pavement	41
Shoulder	35
Traffic Volume	0
Traffic Sta. ID	
Structure No.	
Enlarged Views	

SRI = 09061545

Date last inventoried: August 2000



Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	



Street Name	Ocean Avenue	
Jurisdiction	Municipal	
Functional Class	Urban Minor Arterial	
Federal Aid - NHS Sy	STP	End Ocean Ave MP=2.21
Control Section		
Speed Limit	25	
Number of Lanes	2	
Med. Type	None	
Med. Width	0	
Pavement	35	
Shoulder	0	
Traffic Volume		
Traffic Sta. ID		
Structure No.		
Enlarged Views		

B. Parking Designations Along Corridors

Avenue C

Type	Location
Two Hour Time Limit Parking	<p>Between Andrew Street and 27th Street (both sides)</p> <p>Between 51st Street and 54th Street (both sides)</p> <p>From a point 35 feet north of the northerly curblineline of West 8th Street to a point 35 feet of the southerly curblineline of West 9th Street (west side)</p> <p>For a distance of 80 feet north of a point 35 feet north of the northerly curblineline of West 9th Street (west side)</p>
No Parking at Any Time	From the northerly side of West 25 th Street a distance of 68 feet northerly
Prohibited Parking During Certain Hours	<p>Beginning at a point 35 feet from the southeast corner of 4th Street and Avenue C, continuing southerly for a distance of 40 feet (east side)</p> <p>Beginning at a point 37 feet north of the northeast corner of 33rd Street and Avenue C and continuing 22 feet in a northerly direction (east side)</p> <p>From West 14th Street and West 13th Street entire length (east side)</p> <p>Beginning at a point 225 feet north of the northwest corner of 4th Street and Avenue C and continuing in a northerly direction</p>

	(west side)
--	-------------

Bergen Avenue

Type	Location
Permit Parking	None designated
Metered Parking	Jewett Ave to Sip Ave
Emergency No Parking	Entire length

JFK Boulevard

Type	Location
Permit Parking	Between Glenwood Ave & Manhattan Ave
Metered Parking	None designated
Emergency No Parking	None designated

MLK Drive

Type	Location
Metered Parking	None designated
Permit Parking	None designated
Emergency No Parking	Entire length

NJ 440

No parking along this corridor.

Ocean Avenue

Type	Location
Permit Parking	None designated
Metered Parking	None designated
Emergency No Parking	Entire length

West Side Avenue

Type	Location
Permit Parking	Between Glenwood Ave & Broadway
Metered Parking	Stegman Pkwy to Audubon Ave
Emergency No Parking	Entire length

TRAFFIC ANALYSES



Google earth

feet
meters

400
100



JFK Blvd. & North St.

Queues

AM Future

20: NORTH ST. & JFK BLVD.

6/7/2013



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↖			↕			↕	
Volume (vph)	22	85	4	71	30	23	0	259	80	42	153	7
Satd. Flow (prot)	0	1837	0	1770	1742	0	0	3415	0	0	3486	0
Flt Permitted		0.933		0.472							0.828	
Satd. Flow (perm)	0	1731	0	879	1742	0	0	3415	0	0	2916	0
Satd. Flow (RTOR)		2			25			59			5	
Lane Group Flow (vph)	0	120	0	77	58	0	0	369	0	0	220	0
Turn Type	Perm			pm+pt						Perm		
Protected Phases		4		3	8			2				6
Permitted Phases	4			8						6		
Total Split (s)	34.0	34.0	0.0	10.0	40.0	0.0	0.0	46.0	0.0	46.0	46.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	3.0	4.0	4.0	4.0	6.0	4.0	6.0	6.0	4.0
Act Effct Green (s)		12.2		21.2	20.2			59.8			59.8	
Actuated g/C Ratio		0.14		0.24	0.22			0.66			0.66	
v/c Ratio		0.51		0.28	0.14			0.16			0.11	
Control Delay		42.7		27.9	17.2			5.6			6.0	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		42.7		27.9	17.2			5.6			6.0	
LOS		D		C	B			A			A	
Approach Delay		42.7			23.3			5.6			6.0	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)		64		34	15			32			20	
Queue Length 95th (ft)		112		65	42			57			37	
Internal Link Dist (ft)		327			403			306			1017	
Turn Bay Length (ft)												
Base Capacity (vph)		578		277	788			2288			1939	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.21		0.28	0.07			0.16			0.11	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 13.8

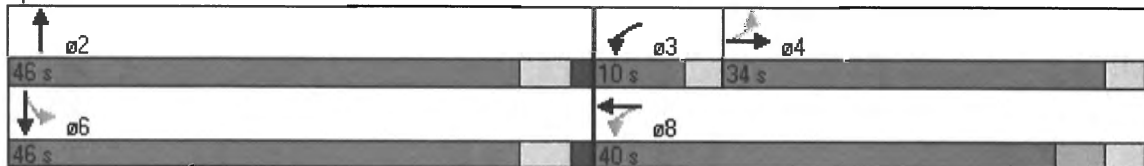
Intersection LOS: B

Intersection Capacity Utilization 56.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 20: NORTH ST. & JFK BLVD.



Queues

PM Future

20: NORTH ST. & JFK BLVD.

6/7/2013



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗			↕			↕	
Volume (vph)	17	96	12	118	56	2	6	221	49	30	256	18
Satd. Flow (prot)	0	1826	0	1770	1853	0	0	3444	0	0	3490	0
Flt Permitted		0.957		0.421				0.948			0.900	
Satd. Flow (perm)	0	1759	0	784	1853	0	0	3268	0	0	3157	0
Satd. Flow (RTOR)		6			2			36			9	
Lane Group Flow (vph)	0	135	0	128	63	0	0	300	0	0	331	0
Turn Type	Perm			pm+pt			Perm			Perm		
Protected Phases		4		3	8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	34.0	34.0	0.0	10.0	40.0	0.0	46.0	46.0	0.0	46.0	46.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	3.0	4.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0
Act Effct Green (s)		12.6		23.6	22.6			57.4			57.4	
Actuated g/C Ratio		0.14		0.26	0.25			0.64			0.64	
v/c Ratio		0.54		0.45	0.13			0.14			0.16	
Control Delay		41.8		31.1	25.1			6.3			6.6	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		41.8		31.1	25.1			6.3			6.6	
LOS		D		C	C			A			A	
Approach Delay		41.8			29.1			6.3			6.6	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)		70		58	27			27			32	
Queue Length 95th (ft)		120		98	55			51			56	
Internal Link Dist (ft)		327			403			306			1017	
Turn Bay Length (ft)												
Base Capacity (vph)		590		283	825			2096			2015	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.23		0.45	0.08			0.14			0.16	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay: 16.0

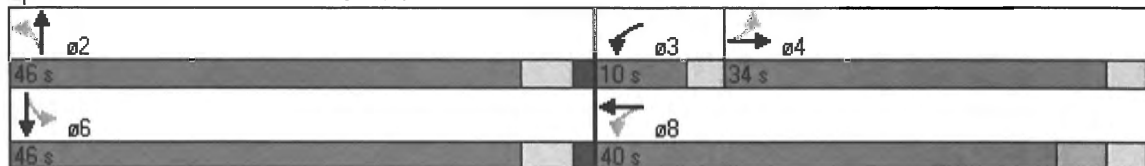
Intersection LOS: B

Intersection Capacity Utilization 55.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 20: NORTH ST. & JFK BLVD.





Google earth

feet
meters

300
100



JFK Blvd. & W. 32nd. St.

Queues

17: W. 32nd. ST. & JFK BLVD.

AM Future

6/7/2013



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	9	62	19	13	20	26	6	685	89	33	365	9
Satd. Flow (prot)	0	1800	0	0	1734	0	0	3479	0	0	3514	0
Flt Permitted		0.975			0.938			0.952			0.847	
Satd. Flow (perm)	0	1764	0	0	1644	0	0	3312	0	0	2989	0
Satd. Flow (RTOR)		15			28			29			5	
Lane Group Flow (vph)	0	98	0	0	64	0	0	849	0	0	443	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	30.0	30.0	0.0	30.0	30.0	0.0	60.0	60.0	0.0	60.0	60.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Act Effct Green (s)		21.0			21.0			59.0			59.0	
Actuated g/C Ratio		0.23			0.23			0.66			0.66	
v/c Ratio		0.23			0.16			0.39			0.23	
Control Delay		25.3			18.9			6.4			6.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		25.3			18.9			6.4			6.5	
LOS		C			B			A			A	
Approach Delay		25.3			18.9			6.4			6.5	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)		38			16			84			46	
Queue Length 95th (ft)		80			49			105			67	
Internal Link Dist (ft)		360			360			1017			1120	
Turn Bay Length (ft)												
Base Capacity (vph)		501			477			2181			1961	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.20			0.13			0.39			0.23	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.39

Intersection Signal Delay: 8.2

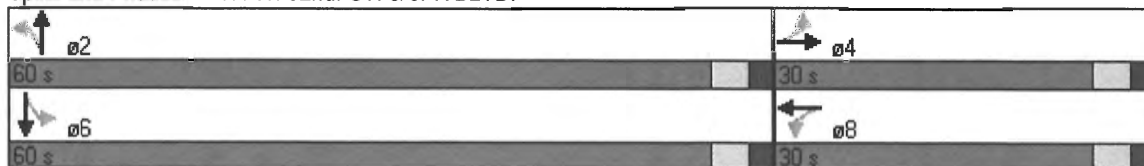
Intersection LOS: A

Intersection Capacity Utilization 71.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 17: W. 32nd. ST. & JFK BLVD.



Queues

17: W. 32nd. ST. & JFK BLVD.

PM Future

6/7/2013

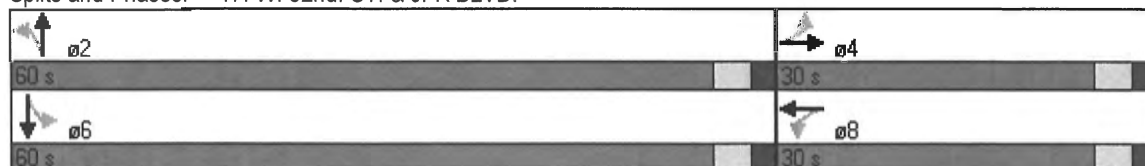


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	5	36	11	36	38	45	5	503	36	51	585	4
Satd. Flow (prot)	0	1801	0	0	1741	0	0	3504	0	0	3522	0
Flt Permitted		0.978			0.901			0.951			0.861	
Satd. Flow (perm)	0	1769	0	0	1593	0	0	3332	0	0	3044	0
Satd. Flow (RTOR)		12			34			15			1	
Lane Group Flow (vph)	0	56	0	0	129	0	0	591	0	0	695	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	30.0	30.0	0.0	30.0	30.0	0.0	60.0	60.0	0.0	60.0	60.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Act Effct Green (s)		21.0			21.0			59.0			59.0	
Actuated g/C Ratio		0.23			0.23			0.66			0.66	
v/c Ratio		0.13			0.32			0.27			0.35	
Control Delay		23.6			23.5			5.2			7.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		23.6			23.5			5.2			7.5	
LOS		C			C			A			A	
Approach Delay		23.6			23.5			5.2			7.5	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		20			44			46			82	
Queue Length 95th (ft)		51			94			61			111	
Internal Link Dist (ft)		360			360			1017			1120	
Turn Bay Length (ft)												
Base Capacity (vph)		500			467			2189			1996	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.11			0.28			0.27			0.35	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.35
 Intersection Signal Delay: 8.6
 Intersection Capacity Utilization 81.3%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service D

Splits and Phases: 17: W. 32nd. ST. & JFK BLVD.





Google earth

feet
meters

100

400



JFK Blvd. & 63rd St.

Queues

15: W. 63rd. ST. & JFK BLVD.

AM Future

6/7/2013



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	126	27	371	432	318	139
Satd. Flow (prot)	1770	2787	3433	3539	3376	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	2787	3433	3539	3376	0
Satd. Flow (RTOR)		29			84	
Lane Group Flow (vph)	137	29	403	470	497	0
Turn Type		Prot	Prot			
Protected Phases	4	4	5	2	6	
Permitted Phases						
Total Split (s)	30.0	30.0	20.0	70.0	50.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	8.0	8.0	4.0
Act Effct Green (s)	13.2	13.2	17.1	72.8	49.7	
Actuated g/C Ratio	0.13	0.13	0.17	0.73	0.50	
v/c Ratio	0.59	0.07	0.69	0.18	0.29	
Control Delay	50.3	13.1	45.1	4.8	17.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	50.3	13.1	45.1	4.8	17.5	
LOS	D	B	D	A	B	
Approach Delay	43.8			23.4	17.5	
Approach LOS	D			C	B	
Queue Length 50th (ft)	83	0	124	42	98	
Queue Length 95th (ft)	138	13	170	71	125	
Internal Link Dist (ft)	376			1120	1060	
Turn Bay Length (ft)			130			
Base Capacity (vph)	425	691	593	2575	1719	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.32	0.04	0.68	0.18	0.29	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 23.7

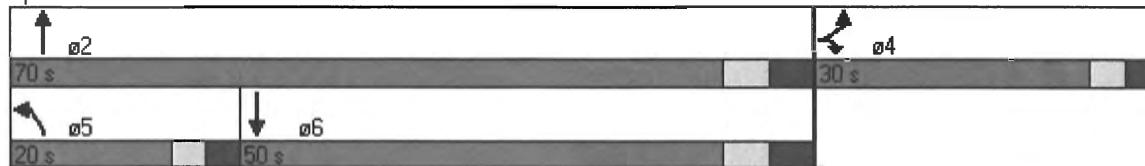
Intersection LOS: C

Intersection Capacity Utilization 70.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 15: W. 63rd. ST. & JFK BLVD.



Queues

15: W. 63rd. ST. & JFK BLVD.

PM Future

6/7/2013

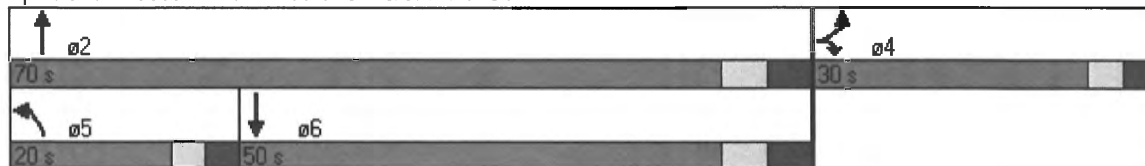


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	215	3	265	347	669	148
Satd. Flow (prot)	1770	2787	3433	3539	3444	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	2787	3433	3539	3444	0
Satd. Flow (RTOR)		3			33	
Lane Group Flow (vph)	234	3	288	377	888	0
Turn Type		Prot	Prot			
Protected Phases	4	4	5	2	6	
Permitted Phases						
Total Split (s)	30.0	30.0	20.0	70.0	50.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	8.0	8.0	4.0
Act Effct Green (s)	18.4	18.4	13.1	67.6	48.5	
Actuated g/C Ratio	0.18	0.18	0.13	0.68	0.48	
v/c Ratio	0.72	0.01	0.64	0.16	0.53	
Control Delay	50.7	19.7	48.0	6.6	19.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	50.7	19.7	48.0	6.6	19.6	
LOS	D	B	D	A	B	
Approach Delay	50.3			24.5	19.6	
Approach LOS	D			C	B	
Queue Length 50th (ft)	141	0	90	41	181	
Queue Length 95th (ft)	210	3	133	70	214	
Internal Link Dist (ft)	376			1120	1060	
Turn Bay Length (ft)			130			
Base Capacity (vph)	425	671	490	2394	1689	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.55	0.00	0.59	0.16	0.53	

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 25.5
 Intersection LOS: C
 Intersection Capacity Utilization 75.2%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 15: W. 63rd. ST. & JFK BLVD.





Google earth

feet
meters



JFK Blvd. & Danforth Ave.

Queues

12: DANFORTH AVE. & JFK BLVD.

AM Future

6/7/2013



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↖	↗		↖	↗	
Volume (vph)	36	212	37	55	110	28	103	856	60	46	495	38
Satd. Flow (prot)	0	1820	0	0	1802	0	1770	3504	0	1770	3500	0
Flt Permitted		0.941			0.769		0.380			0.185		
Satd. Flow (perm)	0	1723	0	0	1405	0	708	3504	0	345	3500	0
Satd. Flow (RTOR)		8			9			10			11	
Lane Group Flow (vph)	0	309	0	0	210	0	112	995	0	50	579	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	13.0	52.0	0.0	13.0	52.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	5.0	5.0	4.0	3.0	5.0	4.0	3.0	5.0	4.0
Act Effct Green (s)		30.0			30.0		59.0	47.0		59.0	47.0	
Actuated g/C Ratio		0.30			0.30		0.59	0.47		0.59	0.47	
v/c Ratio		0.59			0.49		0.21	0.60		0.14	0.35	
Control Delay		34.5			32.1		8.0	21.0		10.0	17.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		34.5			32.1		8.0	21.0		10.0	17.2	
LOS		C			C		A	C		A	B	
Approach Delay		34.5			32.1			19.7			16.6	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)		163			105		27	255		10	85	
Queue Length 95th (ft)		253			177		44	323		m18	m119	
Internal Link Dist (ft)		382			434			1060			1108	
Turn Bay Length (ft)							70			105		
Base Capacity (vph)		523			428		524	1652		346	1651	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.59			0.49		0.21	0.60		0.14	0.35	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 22.0

Intersection LOS: C

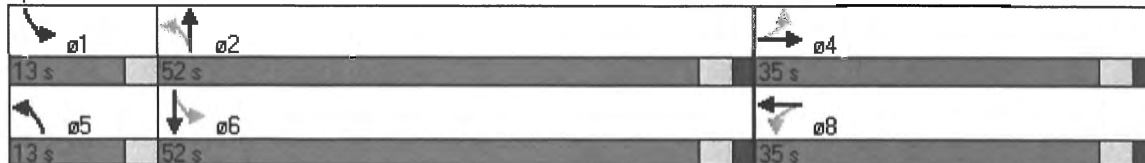
Intersection Capacity Utilization 76.7%

ICU Level of Service D

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: DANFORTH AVE. & JFK BLVD.



Queues

12: DANFORTH AVE. & JFK BLVD.

PM Future

6/7/2013



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↖	↕		↖	↕	
Volume (vph)	43	190	75	64	154	29	92	511	39	77	742	66
Satd. Flow (prot)	0	1789	0	0	1809	0	1770	3500	0	1770	3497	0
Flt Permitted		0.914			0.742		0.231			0.370		
Satd. Flow (perm)	0	1646	0	0	1360	0	430	3500	0	689	3497	0
Satd. Flow (RTOR)		17			7			10			13	
Lane Group Flow (vph)	0	336	0	0	269	0	100	597	0	84	879	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	13.0	52.0	0.0	13.0	52.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	5.0	5.0	4.0	3.0	5.0	4.0	3.0	5.0	4.0
Act Effct Green (s)		30.0			30.0		59.0	47.0		59.0	47.0	
Actuated g/C Ratio		0.30			0.30		0.59	0.47		0.59	0.47	
v/c Ratio		0.66			0.65		0.26	0.36		0.16	0.53	
Control Delay		36.4			38.3		7.7	16.6		11.8	21.9	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		36.4			38.3		7.7	16.6		11.8	21.9	
LOS		D			D		A	B		B	C	
Approach Delay		36.4			38.3			15.3			21.0	
Approach LOS		D			D			B			C	
Queue Length 50th (ft)		177			145		22	156		22	155	
Queue Length 95th (ft)		277			237		35	141		m33	m217	
Internal Link Dist (ft)		382			434			1060			1108	
Turn Bay Length (ft)							70			105		
Base Capacity (vph)		506			413		388	1650		515	1650	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.66			0.65		0.26	0.36		0.16	0.53	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 23.6

Intersection LOS: C

Intersection Capacity Utilization 79.7%

ICU Level of Service D

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: DANFORTH AVE. & JFK BLVD.

↖ ø1 13 s	↕ ø2 52 s	↗ ø4 35 s
↖ ø5 13 s	↕ ø6 52 s	↗ ø8 35 s



Google earth

feet
meters

100 400



JFK Blvd. & Communipaw Ave.

Queues

AM Future

9: COMMUNIPAW AVE. & JFK BLVD.

6/7/2013



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕		↙	↕↕		↙	↕↕	
Volume (vph)	66	616	37	41	418	41	106	1115	81	38	798	107
Satd. Flow (prot)	0	3493	0	0	3483	0	1770	3504	0	1770	3476	0
Flt Permitted		0 706			0.803		0.176			0.093		
Satd. Flow (perm)	0	2479	0	0	2808	0	328	3504	0	173	3476	0
Satd. Flow (RTOR)		6			9			9			18	
Lane Group Flow (vph)	0	782	0	0	544	0	115	1300	0	41	983	0
Turn Type	pm+pt			Perm			pm+pt			pm+pt		
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Total Split (s)	10.0	41.0	0.0	31.0	31.0	0.0	10.0	49.0	0.0	10.0	49.0	0.0
Total Lost Time (s)	3.0	6.0	4.0	6.0	6.0	4.0	3.0	6.0	4.0	3.0	6.0	4.0
Act Effct Green (s)		35.0			25.0		53.0	43.0		53.0	43.0	
Actuated g/C Ratio		0.35			0.25		0.53	0.43		0.53	0.43	
v/c Ratio		0.86			0.77		0.42	0.86		0.20	0.65	
Control Delay		40.3			42.6		18.7	30.1		18.6	27.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		40.3			42.6		18.7	30.1		18.6	27.4	
LOS		D			D		B	C		B	C	
Approach Delay		40.3			42.6			29.2			27.0	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)		215			167		28	255		15	190	
Queue Length 95th (ft)		#300			230		m73	344		m30	269	
Internal Link Dist (ft)		351			453			1108			1252	
Turn Bay Length (ft)							65			60		
Base Capacity (vph)		912			709		275	1512		203	1505	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.86			0.77		0.42	0.86		0.20	0.65	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 32.8

Intersection LOS: C

Intersection Capacity Utilization 94.2%

ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

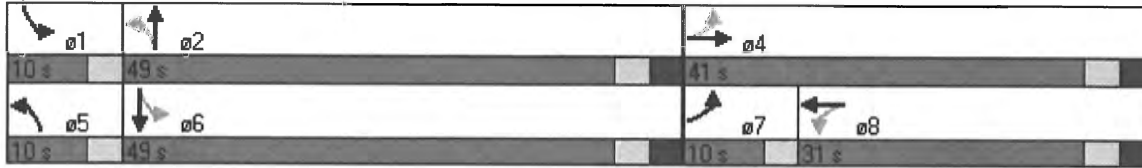
Queues

9: COMMUNIPAW AVE. & JFK BLVD.

AM Future

6/7/2013

Splits and Phases: 9: COMMUNIPAW AVE. & JFK BLVD.



Queues

PM Future

9: COMMUNIPAW AVE. & JFK BLVD.

6/7/2013



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↖	↗		↖	↗	
Volume (vph)	45	332	47	54	421	94	166	905	133	39	1036	130
Satd. Flow (prot)	0	3462	0	0	3433	0	1770	3472	0	1770	3479	0
Flt Permitted		0.727			0.842		0.093			0.123		
Satd. Flow (perm)	0	2529	0	0	2906	0	173	3472	0	229	3479	0
Satd. Flow (RTOR)		15			22			20			17	
Lane Group Flow (vph)	0	461	0	0	619	0	180	1129	0	42	1267	0
Turn Type	pm+pt			Perm			pm+pt			pm+pt		
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Total Split (s)	10.0	41.0	0.0	31.0	31.0	0.0	10.0	49.0	0.0	10.0	49.0	0.0
Total Lost Time (s)	3.0	6.0	4.0	6.0	6.0	4.0	3.0	6.0	4.0	3.0	6.0	4.0
Act Effct Green (s)		35.0			25.0		53.0	43.0		53.0	43.0	
Actuated g/C Ratio		0.35			0.25		0.53	0.43		0.53	0.43	
v/c Ratio		0.49			0.83		0.89	0.75		0.18	0.84	
Control Delay		26.2			45.5		66.3	20.3		17.2	34.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		26.2			45.5		66.3	20.3		17.2	34.7	
LOS		C			D		E	C		B	C	
Approach Delay		26.2			45.5			26.6			34.2	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)		110			190		75	200		15	297	
Queue Length 95th (ft)		154			#280		m#188	259		m25	m377	
Internal Link Dist (ft)		351			453			1108			1252	
Turn Bay Length (ft)							65			60		
Base Capacity (vph)		932			743		203	1504		229	1506	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.49			0.83		0.89	0.75		0.18	0.84	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 32.4

Intersection LOS: C

Intersection Capacity Utilization 91.6%

ICU Level of Service F

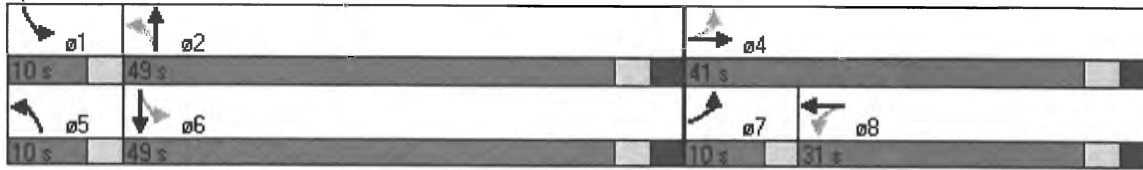
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

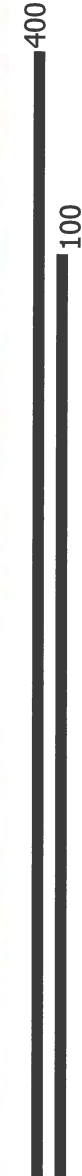
Splits and Phases: 9: COMMUNIPAW AVE. & JFK BLVD.





Google earth

feet
meters



JFK Blvd. & Montgomery St.

Queues

6: MONTGOMERY ST. & JFK BLVD.

AM Future

6/7/2013



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	88	193	9	154	131	35	12	923	107	81	820	46
Satd. Flow (prot)	1770	1850	0	1770	1803	0	1770	3483	0	1770	3511	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1850	0	1770	1803	0	1770	3483	0	1770	3511	0
Satd. Flow (RTOR)		2			12			14			7	
Lane Group Flow (vph)	96	220	0	167	180	0	13	1119	0	88	941	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Total Split (s)	17.0	26.0	0.0	17.0	26.0	0.0	13.0	44.0	0.0	13.0	44.0	0.0
Total Lost Time (s)	5.0	6.0	4.0	5.0	6.0	4.0	5.0	6.0	4.0	5.0	6.0	4.0
Act Effct Green (s)	10.2	20.0		11.7	23.8		6.6	40.9		7.8	48.8	
Actuated g/C Ratio	0.10	0.20		0.12	0.24		0.07	0.41		0.08	0.49	
v/c Ratio	0.53	0.59		0.81	0.41		0.11	0.78		0.64	0.55	
Control Delay	53.3	43.4		72.3	35.1		38.6	42.7		67.4	20.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	53.3	43.4		72.3	35.1		38.6	42.7		67.4	20.3	
LOS	D	D		E	D		D	D		E	C	
Approach Delay		46.4			53.0			42.6			24.4	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	59	127		105	94		9	327		59	162	
Queue Length 95th (ft)	110	204		#213	163		m11	m372		m#116	m256	
Internal Link Dist (ft)		385			415			1252			938	
Turn Bay Length (ft)							85			85		
Base Capacity (vph)	212	372		212	439		142	1434		142	1716	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.45	0.59		0.79	0.41		0.09	0.78		0.62	0.55	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 37.7

Intersection LOS: D

Intersection Capacity Utilization 73.7%

ICU Level of Service D

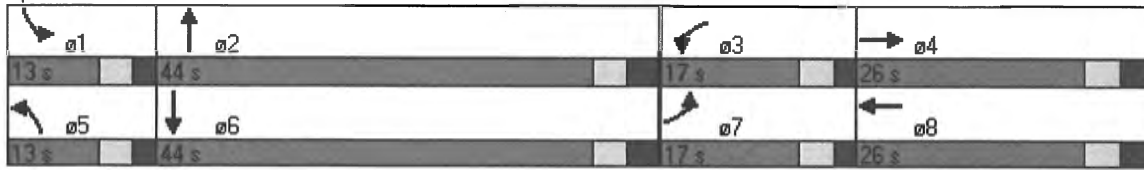
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

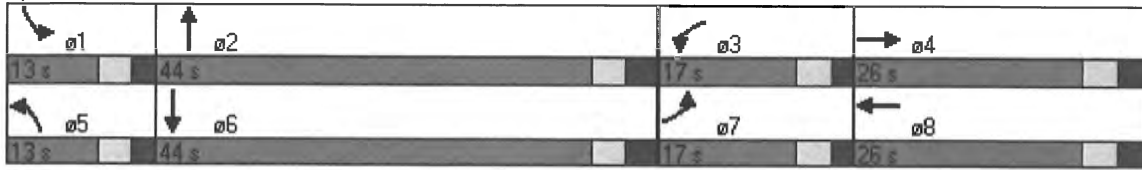
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: MONTGOMERY ST. & JfK BLVD.



Splits and Phases: 6: MONTGOMERY ST. & JFK BLVD.





Google earth

JFK Blvd. & Sip Ave.

Queues
3: SIP AVENUE & JFK BLVD.

AM Future
6/7/2013



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	142	450	17	56	208	6	64	746	267	146	636	188
Satd. Flow (prot)	1770	1853	0	1770	1853	0	1770	3398	0	1770	3419	0
Flt Permitted	0.480			0.148			0.216			0.138		
Satd. Flow (perm)	894	1853	0	276	1853	0	402	3398	0	257	3419	0
Satd. Flow (RTOR)		2			2			66			50	
Lane Group Flow (vph)	154	507	0	61	233	0	70	1101	0	159	895	0
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Total Split (s)	9.0	32.0	0.0	9.0	32.0	0.0	9.0	50.0	0.0	9.0	50.0	0.0
Total Lost Time (s)	3.0	5.0	4.0	3.0	5.0	4.0	3.0	5.0	4.0	3.0	5.0	4.0
Act Effct Green (s)	35.0	27.0		35.0	27.0		53.0	45.0		53.0	45.0	
Actuated g/C Ratio	0.35	0.27		0.35	0.27		0.53	0.45		0.53	0.45	
v/c Ratio	0.42	1.01		0.33	0.46		0.24	0.70		0.70	0.57	
Control Delay	25.8	80.2		24.9	33.8		13.4	19.9		29.6	20.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	25.8	80.2		24.9	33.8		13.4	19.9		29.6	20.9	
LOS	C	F		C	C		B	B		C	C	
Approach Delay		67.5			32.0			19.5			22.2	
Approach LOS		E			C			B			C	
Queue Length 50th (ft)	66	~329		25	123		15	147		46	203	
Queue Length 95th (ft)	112	#544		52	197		m28	221		#98	264	
Internal Link Dist (ft)		430			498			938			374	
Turn Bay Length (ft)							80			50		
Base Capacity (vph)	365	502		186	502		295	1565		227	1566	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.42	1.01		0.33	0.46		0.24	0.70		0.70	0.57	

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 31.5
 Intersection LOS: C
 Intersection Capacity Utilization 90.3%
 ICU Level of Service E
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.









Queues

3: SIP AVENUE & JFK BLVD.

AM Future

6/7/2013

Splits and Phases: 3: SIP AVENUE & JFK BLVD.

 ø1	 ø2	 ø3	 ø4
9 s	50 s	9 s	32 s
 ø5	 ø6	 ø7	 ø8
9 s	50 s	9 s	32 s




Queues

3: SIP AVENUE & JFK BLVD.

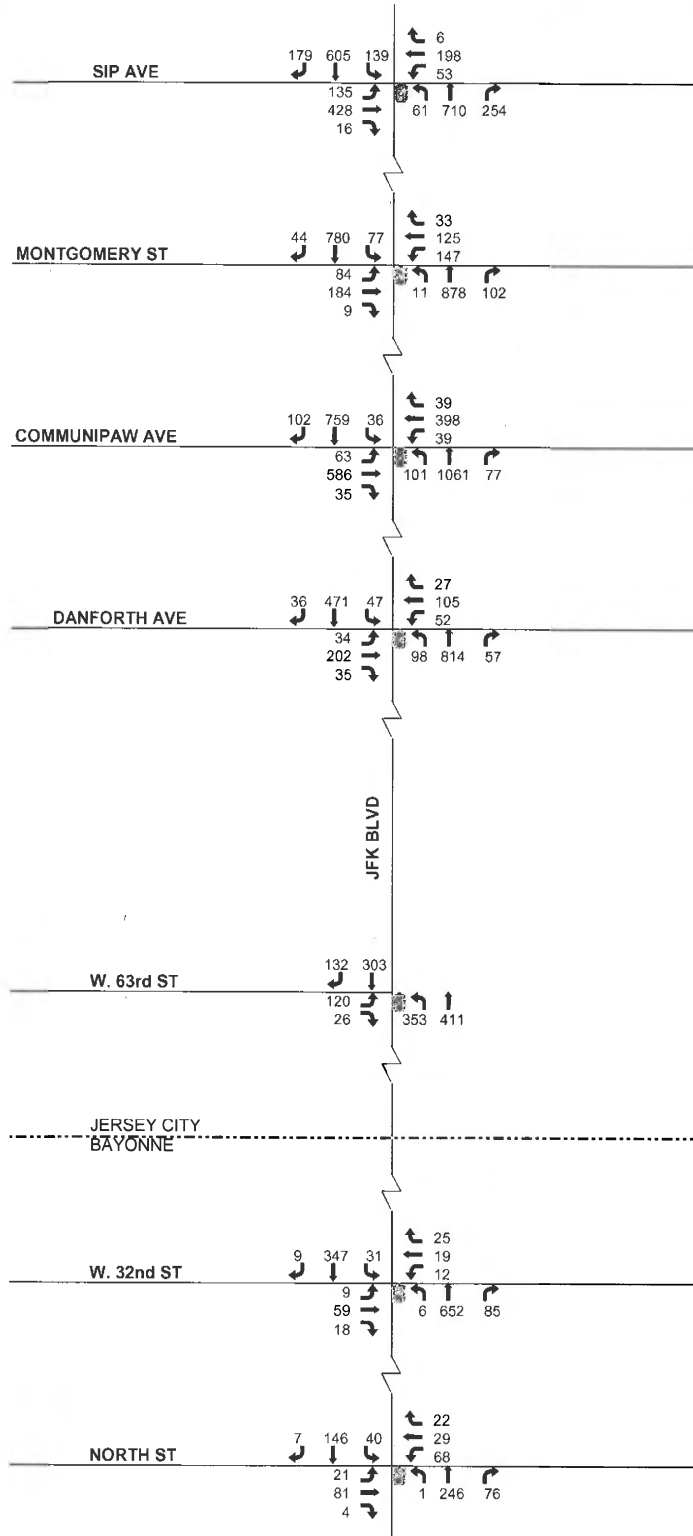
PM Future

6/7/2013

Splits and Phases: 3: SIP AVENUE & JFK BLVD.

 ø1	 ø2	 ø3	 ø4
9 s	50 s	9 s	32 s
 ø5	 ø6	 ø7	 ø8
9 s	50 s	9 s	32 s

TRAFFIC COUNTS



 EXISTING TRAFFIC SIGNAL

 EXISTING STOP SIGN

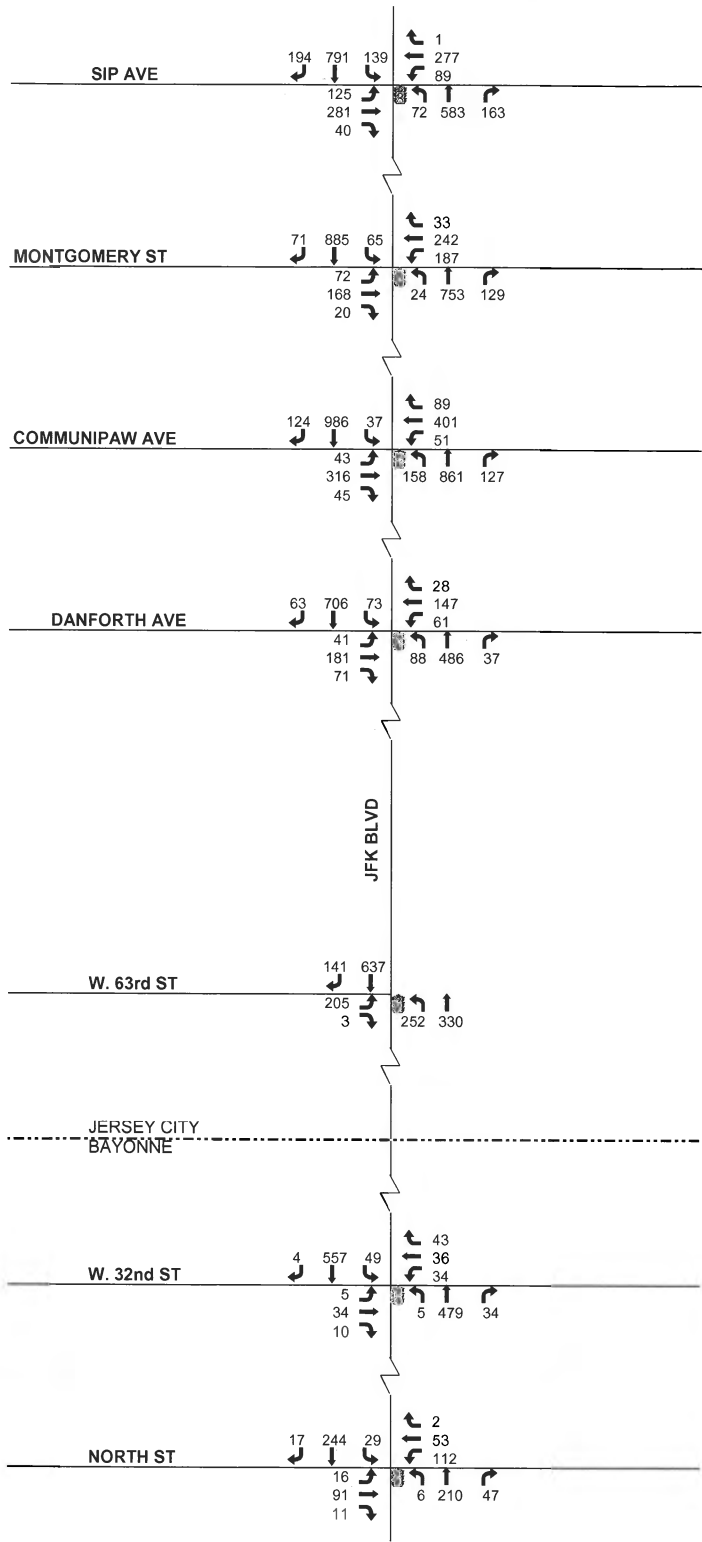
NOT TO SCALE



BAYONNE/GREENVILLE/JERSEY CITY
BUS RAPID TRANSIT STUDY
HUDSON COUNTY, NEW JERSEY
JUNE 2013

2013 Existing Peak Hour Volumes
AM Peak Hour
7:45 AM - 8:45 AM

EXHIBIT 1



EXISTING TRAFFIC SIGNAL

EXISTING STOP SIGN

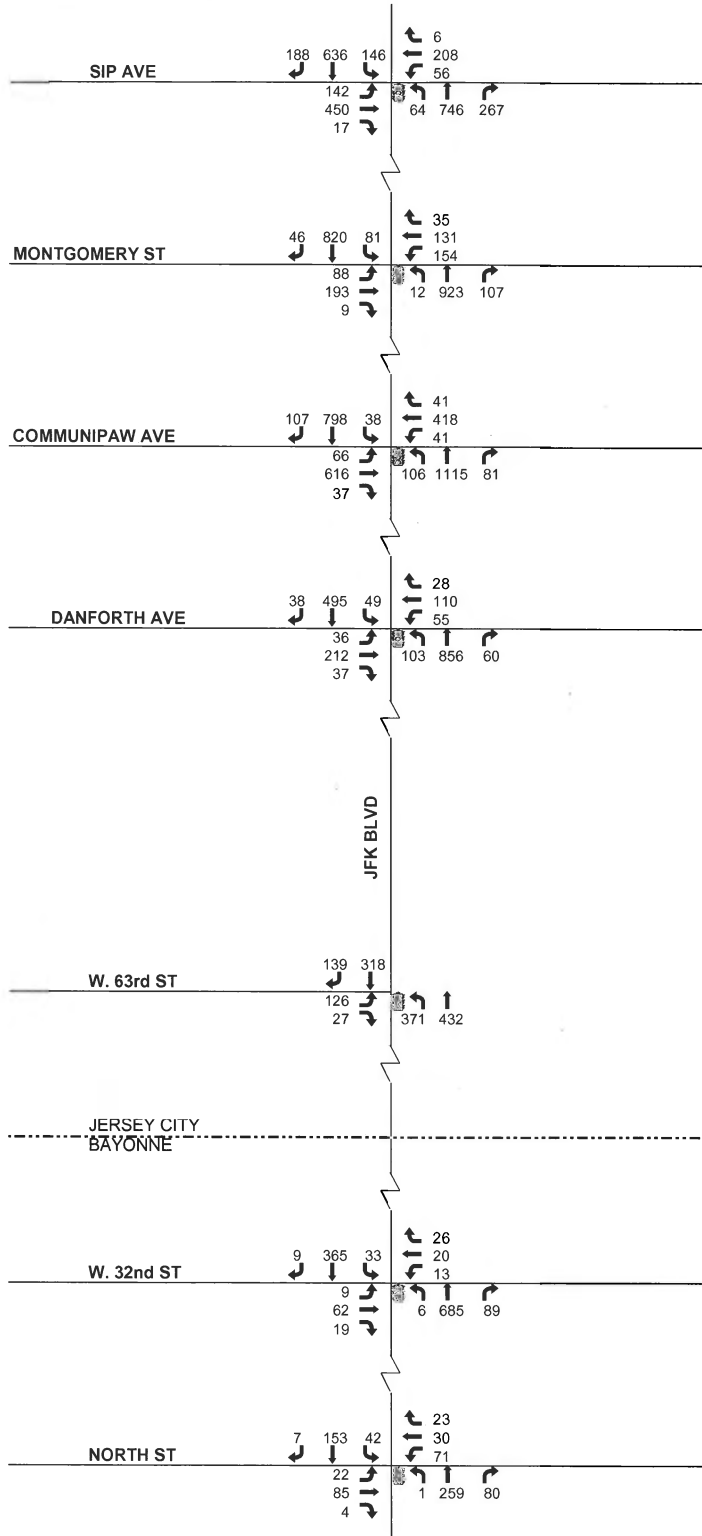
NOT TO SCALE





BAYONNE/GREENVILLE/JERSEY CITY
BUS RAPID TRANSIT STUDY
HUDSON COUNTY, NEW JERSEY
JUNE 2013

2013 Existing Peak Hour Volumes
PM Peak Hour
5:00 PM - 6:00 PM

EXHIBIT 2



 EXISTING TRAFFIC SIGNAL
 EXISTING STOP SIGN

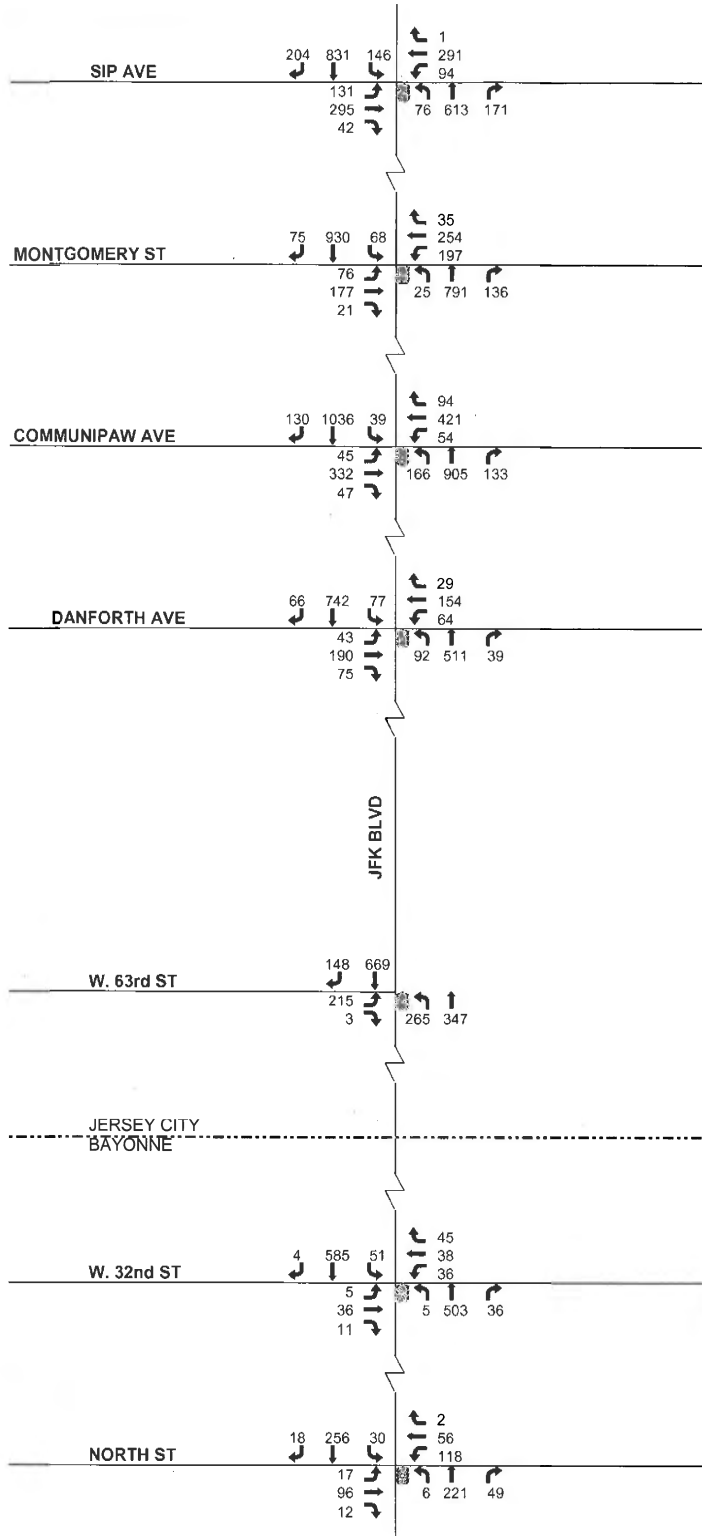
Percent Growth: 1%
 Number of Years: 5
 Growth Factor: 0.05



NOT TO SCALE



**BAYONNE/GREENVILLE/JERSEY CITY
 BUS RAPID TRANSIT STUDY
 HUDSON COUNTY, NEW JERSEY
 JUNE 2013**

**2018 Future Peak Hour Volumes
 AM Peak Hour
 7:45 AM - 8:45 AM**



 EXISTING TRAFFIC SIGNAL
 EXISTING STOP SIGN

Percent Growth: 1%
 Number of Years: 5
 Growth Factor: 0.05

NOT TO SCALE



BAYONNE/GREENVILLE/JERSEY CITY
 BUS RAPID TRANSIT STUDY
 HUDSON COUNTY, NEW JERSEY
 JUNE 2013

2018 Future Peak Hour Volumes
 PM Peak Hour
 5:00 PM - 6:00 PM

EXHIBIT 4

TechniQuest Corporation

4105 US Route 1, Suite # 14
 Monmouth Junction, NJ 08852
 732.274.9500, Fax 732.274.9510

Location: North St & JFK Blvd
 Description:
 Machine:
 Person:

File Name : 042-05
 Site Code : 042-05
 Start Date : 5/22/2013
 Page No : 1

Groups Printed- Cars - Buses - Trucks

Start Time	John F Kennedy Boulevard Southbound					North Street Westbound					John F Kennedy Boulevard Northbound					North Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	7	38	3	0	48	14	9	1	2	26	0	34	17	0	51	3	16	0	0	19	144
07:15 AM	6	25	2	0	33	23	4	2	0	29	1	40	11	0	52	4	22	0	0	26	140
07:30 AM	8	24	2	0	34	23	8	0	3	34	0	61	15	0	76	2	17	2	0	21	165
07:45 AM	11	24	3	0	38	19	10	0	7	36	1	66	18	0	85	4	13	0	0	17	176
Total	32	111	10	0	153	79	31	3	12	125	2	201	61	0	264	13	68	2	0	83	625
08:00 AM	8	33	0	0	41	16	9	2	1	28	0	72	29	0	101	4	27	0	0	31	201
08:15 AM	8	33	1	0	42	19	7	8	0	34	0	66	15	0	81	5	19	0	0	24	181
08:30 AM	11	39	5	1	56	18	7	6	3	34	0	51	18	0	69	9	18	2	0	29	188
08:45 AM	13	41	1	0	55	15	6	6	2	29	1	57	14	1	73	3	17	2	0	22	179
Total	40	146	7	1	194	68	29	22	6	125	1	246	76	1	324	21	81	4	0	106	749
*** BREAK ***																					
04:00 PM	4	56	6	0	66	30	20	2	8	60	0	65	14	0	79	4	24	0	0	28	233
04:15 PM	12	46	6	0	64	18	11	2	6	37	1	61	13	0	75	5	19	2	0	26	202
04:30 PM	6	67	1	0	74	11	4	0	1	16	0	63	10	1	74	7	26	1	0	34	198
04:45 PM	8	49	3	0	60	21	9	0	6	36	2	32	8	0	42	5	13	4	0	22	160
Total	30	218	16	0	264	80	44	4	21	149	3	221	45	1	270	21	82	7	0	110	793
05:00 PM	6	57	5	0	68	34	14	2	1	51	1	47	9	0	57	4	24	5	0	33	209
05:15 PM	12	59	0	0	71	12	15	0	12	39	2	58	12	0	72	4	22	2	0	28	210
05:30 PM	5	54	9	0	68	21	12	0	6	39	2	59	14	1	76	3	18	2	0	23	206
05:45 PM	6	74	3	0	83	45	12	0	18	75	1	46	12	1	60	5	27	2	0	34	252
Total	29	244	17	0	290	112	53	2	37	204	6	210	47	2	265	16	91	11	0	118	877
Grand Total	131	719	50	1	901	339	157	31	76	603	12	878	229	4	1123	71	322	24	0	417	3044
Apprch %	14.5	79.8	5.5	0.1		56.2	26	5.1	12.6		1.1	78.2	20.4	0.4		17	77.2	5.8	0		
Total %	4.3	23.6	1.6	0	29.6	11.1	5.2	1	2.5	19.8	0.4	28.8	7.5	0.1	36.9	2.3	10.6	0.8	0	13.7	
Cars	131	651	50	1	833	335	154	30	76	595	12	807	223	4	1046	71	315	24	0	410	2884
% Cars	100	90.5	100	100	92.5	98.8	98.1	96.8	100	98.7	100	91.9	97.4	100	93.1	100	97.8	100	0	98.3	94.7
Buses	0	63	0	0	63	3	2	0	0	5	0	68	2	0	70	0	5	0	0	5	143
% Buses	0	8.8	0	0	7	0.9	1.3	0	0	0.8	0	7.7	0.9	0	6.2	0	1.6	0	0	1.2	4.7
Trucks	0	5	0	0	5	1	1	1	0	3	0	3	4	0	7	0	2	0	0	2	17
% Trucks	0	0.7	0	0	0.6	0.3	0.6	3.2	0	0.5	0	0.3	1.7	0	0.6	0	0.6	0	0	0.5	0.6

TechniQuest Corporation

4105 US Route 1, Suite # 14
 Monmouth Junction, NJ 08852
 732.274.9500, Fax 732.274.9510

Location: North St & JFK Blvd
 Description:
 Machine:
 Person:

File Name : 042-05
 Site Code : 042-05
 Start Date : 5/22/2013
 Page No : 2

Start Time	John F Kennedy Boulevard Southbound					North Street Westbound					John F Kennedy Boulevard Northbound					North Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	8	33	0	0	41	16	9	2	1	28	0	72	29	0	101	4	27	0	0	31	201
08:15 AM	8	33	1	0	42	19	7	8	0	34	0	66	15	0	81	5	19	0	0	24	181
08:30 AM	11	39	5	1	56	18	7	6	3	34	0	51	18	0	69	9	18	2	0	29	188
08:45 AM	13	41	1	0	55	15	6	6	2	29	1	57	14	1	73	3	17	2	0	22	179
Total Volume	40	146	7	1	194	68	29	22	6	125	1	246	76	1	324	21	81	4	0	106	749
% App. Total	20.6	75.3	3.6	0.5		54.4	23.2	17.6	4.8		0.3	75.9	23.5	0.3		19.8	76.4	3.8	0		
PHF	.769	.890	.350	.250	.866	.895	.806	.688	.500	.919	.250	.854	.655	.250	.802	.583	.750	.500	.000	.855	.932

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	6	57	5	0	68	34	14	2	1	51	1	47	9	0	57	4	24	5	0	33	209
05:15 PM	12	59	0	0	71	12	15	0	12	39	2	58	12	0	72	4	22	2	0	28	210
05:30 PM	5	54	9	0	68	21	12	0	6	39	2	59	14	1	76	3	18	2	0	23	206
05:45 PM	6	74	3	0	83	45	12	0	18	75	1	46	12	1	60	5	27	2	0	34	252
Total Volume	29	244	17	0	290	112	53	2	37	204	6	210	47	2	265	16	91	11	0	118	877
% App. Total	10	84.1	5.9	0		54.9	26	1	18.1		2.3	79.2	17.7	0.8		13.6	77.1	9.3	0		
PHF	.604	.824	.472	.000	.873	.622	.883	.250	.514	.680	.750	.890	.839	.500	.872	.800	.843	.550	.000	.868	.870

TechniQuest Corporation

4105 US Route 1, Suite # 14
 Monmouth Junction, NJ 08852
 732.274.9500, Fax 732.274.9510

Location: W 32nd St & JFK Blvd
 Description:
 Machine:
 Person:

File Name : 042-06
 Site Code : 042-06
 Start Date : 5/22/2013
 Page No : 1

Groups Printed- Cars - Buses - Trucks

Start Time	John F Kennedy Boulevard Southbound					W 32nd Street Westbound					John F Kennedy Boulevard Northbound					W 32nd Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	8	41	1	2	52	2	2	2	4	10	0	109	6	7	122	1	5	0	2	8	192
07:15 AM	1	57	1	0	59	2	6	4	0	12	2	110	6	3	121	3	7	3	3	16	208
07:30 AM	5	72	1	5	83	1	0	6	0	7	1	150	4	2	157	1	10	4	5	20	267
07:45 AM	8	79	2	3	92	5	4	1	0	10	1	143	7	3	154	1	7	5	4	17	273
Total	22	249	5	10	286	10	12	13	4	39	4	512	23	15	554	6	29	12	14	61	940
08:00 AM	7	89	2	4	102	3	9	6	4	22	0	139	11	3	153	1	9	4	3	17	294
08:15 AM	7	82	4	0	93	1	4	6	7	18	0	175	24	0	199	6	22	7	11	46	356
08:30 AM	5	96	3	13	117	6	5	6	14	31	4	211	33	4	252	1	22	4	44	71	471
08:45 AM	12	80	0	2	94	2	1	7	0	10	2	127	17	6	152	1	6	3	11	21	277
Total	31	347	9	19	406	12	19	25	25	81	6	652	85	13	756	9	59	18	69	155	1398
*** BREAK ***																					
04:00 PM	17	122	2	5	146	9	2	11	0	22	1	115	13	2	131	2	11	5	0	18	317
04:15 PM	18	123	2	5	148	7	10	8	1	26	0	128	13	3	144	1	6	2	0	9	327
04:30 PM	12	132	2	3	149	5	8	8	1	22	2	112	9	9	132	1	15	4	10	30	333
04:45 PM	14	130	4	10	158	4	16	5	0	25	1	85	13	3	102	4	5	0	2	11	296
Total	61	507	10	23	601	25	36	32	2	95	4	440	48	17	509	8	37	11	12	68	1273
05:00 PM	17	128	0	0	145	7	10	17	7	41	0	137	9	6	152	1	10	2	2	15	353
05:15 PM	14	159	3	1	177	8	13	5	0	26	1	118	9	1	129	1	9	1	0	11	343
05:30 PM	11	129	0	6	146	8	3	13	1	25	1	107	8	7	123	2	8	5	2	17	311
05:45 PM	7	141	1	3	152	11	10	8	1	30	3	117	8	4	132	1	7	2	2	12	326
Total	49	557	4	10	620	34	36	43	9	122	5	479	34	18	536	5	34	10	6	55	1333
Grand Total	163	1660	28	62	1913	81	103	113	40	337	19	2083	190	63	2355	28	159	51	101	339	4944
Apprch %	8.5	86.8	1.5	3.2		24	30.6	33.5	11.9		0.8	88.5	8.1	2.7		8.3	46.9	15	29.8		
Total %	3.3	33.6	0.6	1.3	38.7	1.6	2.1	2.3	0.8	6.8	0.4	42.1	3.8	1.3	47.6	0.6	3.2	1	2	6.9	
Cars	163	1581	28	62	1834	79	101	112	40	332	18	1991	187	63	2259	26	157	50	101	334	4759
% Cars	100	95.2	100	100	95.9	97.5	98.1	99.1	100	98.5	94.7	95.6	98.4	100	95.9	92.9	98.7	98	100	98.5	96.3
Buses	0	68	0	0	68	1	1	1	0	3	1	79	2	0	82	2	2	1	0	5	158
% Buses	0	4.1	0	0	3.6	1.2	1	0.9	0	0.9	5.3	3.8	1.1	0	3.5	7.1	1.3	2	0	1.5	3.2
Trucks	0	11	0	0	11	1	1	0	0	2	0	13	1	0	14	0	0	0	0	0	27
% Trucks	0	0.7	0	0	0.6	1.2	1	0	0	0.6	0	0.6	0.5	0	0.6	0	0	0	0	0	0.5

TechniQuest Corporation

4105 US Route 1, Suite # 14
 Monmouth Junction, NJ 08852
 732.274.9500, Fax 732.274.9510

Location: W 32nd St & JFK Blvd
 Description:
 Machine:
 Person:

File Name : 042-06
 Site Code : 042-06
 Start Date : 5/22/2013
 Page No : 2

Start Time	John F Kennedy Boulevard Southbound					W 32nd Street Westbound					John F Kennedy Boulevard Northbound					W 32nd Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	7	89	2	4	102	3	9	6	4	22	0	139	11	3	153	1	9	4	3	17	294
08:15 AM	7	82	4	0	93	1	4	6	7	18	0	175	24	0	199	6	22	7	11	46	356
08:30 AM	5	96	3	13	117	6	5	6	14	31	4	211	33	4	252	1	22	4	44	71	471
08:45 AM	12	80	0	2	94	2	1	7	0	10	2	127	17	6	152	1	6	3	11	21	277
Total Volume	31	347	9	19	406	12	19	25	25	81	6	652	85	13	756	9	59	18	69	155	1398
% App. Total	7.6	85.5	2.2	4.7		14.8	23.5	30.9	30.9		0.8	86.2	11.2	1.7		5.8	38.1	11.6	44.5		
PHF	.646	.904	.563	.365	.868	.500	.528	.893	.446	.653	.375	.773	.644	.542	.750	.375	.670	.643	.392	.546	.742

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	17	128	0	0	145	7	10	17	7	41	0	137	9	6	152	1	10	2	2	15	353
05:15 PM	14	159	3	1	177	8	13	5	0	26	1	118	9	1	129	1	9	1	0	11	343
05:30 PM	11	129	0	6	146	8	3	13	1	25	1	107	8	7	123	2	8	5	2	17	311
05:45 PM	7	141	1	3	152	11	10	8	1	30	3	117	8	4	132	1	7	2	2	12	326
Total Volume	49	557	4	10	620	34	36	43	9	122	5	479	34	18	536	5	34	10	6	55	1333
% App. Total	7.9	89.8	0.6	1.6		27.9	29.5	35.2	7.4		0.9	89.4	6.3	3.4		9.1	61.8	18.2	10.9		
PHF	.721	.876	.333	.417	.876	.773	.692	.632	.321	.744	.417	.874	.944	.643	.882	.625	.850	.500	.750	.809	.944

TechniQuest Corporation

4105 US Route 1, Suite # 14
 Monmouth Junction, NJ 08852
 732.274.9500, Fax 732.274.9510

Location: W 63rd St & JFK Blvd
 Description:
 Machine:
 Person:

File Name : 042-04
 Site Code : 4
 Start Date : 5/22/2013
 Page No : 1

Groups Printed- Cars - Buses - Trucks

Start Time	John F Kennedy Boulevard Southbound					Westbound					John F Kennedy Boulevard Northbound					W 63rd Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	34	37	6	77	0	0	0	1	1	81	80	0	4	165	31	0	39	0	70	313
07:15 AM	0	49	34	3	86	0	0	0	3	3	97	114	0	0	211	27	0	24	0	51	351
07:30 AM	0	27	33	9	69	0	0	0	0	0	86	113	0	0	199	27	0	51	0	78	346
07:45 AM	0	30	18	0	48	0	0	0	0	0	92	116	0	7	215	28	0	19	0	47	310
Total	0	140	122	18	280	0	0	0	4	4	356	423	0	11	790	113	0	133	0	246	1320
08:00 AM	0	31	24	6	61	0	0	0	0	0	58	59	1	0	118	23	0	26	0	49	228
08:15 AM	0	92	30	0	122	0	0	0	0	0	111	140	0	0	251	33	0	0	0	33	406
08:30 AM	0	95	36	8	139	0	0	0	0	0	95	112	0	3	210	31	0	0	1	32	381
08:45 AM	0	85	42	9	136	0	0	0	3	3	89	100	0	7	196	33	0	0	0	33	368
Total	0	303	132	23	458	0	0	0	3	3	353	411	1	10	775	120	0	26	1	147	1383
*** BREAK ***																					
04:00 PM	0	175	40	25	240	0	0	0	0	0	45	85	0	5	135	60	0	0	4	64	439
04:15 PM	0	120	36	15	171	0	0	0	3	3	73	79	0	5	157	50	0	0	5	55	386
04:30 PM	0	109	30	9	148	0	0	0	9	9	55	83	0	11	149	53	0	0	5	58	364
04:45 PM	0	165	24	9	198	0	0	0	0	0	57	75	0	5	137	54	0	0	1	55	390
Total	0	569	130	58	757	0	0	0	12	12	230	322	0	26	578	217	0	0	15	232	1579
05:00 PM	0	109	27	9	145	0	0	0	10	10	62	86	0	7	155	51	0	0	1	52	362
05:15 PM	0	215	48	3	266	0	0	0	9	9	66	98	0	7	171	48	0	0	1	49	495
05:30 PM	0	148	42	12	202	0	0	0	6	6	67	71	0	9	147	52	0	0	0	52	407
05:45 PM	0	116	30	3	149	0	0	0	0	0	75	79	0	7	161	51	0	0	0	51	361
Total	0	588	147	27	762	0	0	0	25	25	270	334	0	30	634	202	0	0	2	204	1625
Grand Total	0	1600	531	126	2257	0	0	0	44	44	1209	1490	1	77	2777	652	0	159	18	829	5907
Apprch %	0	70.9	23.5	5.6		0	0	0	100		43.5	53.7	0	2.8		78.6	0	19.2	2.2		
Total %	0	27.1	9	2.1	38.2	0	0	0	0.7	0.7	20.5	25.2	0	1.3	47	11	0	2.7	0.3	14	
Cars	0	1532	518	126	2176	0	0	0	44	44	1193	1436	1	77	2707	647	0	154	18	819	5746
% Cars	0	95.8	97.6	100	96.4	0	0	0	100	100	98.7	96.4	100	100	97.5	99.2	0	96.9	100	98.8	97.3
Buses	0	49	8	0	57	0	0	0	0	0	13	54	0	0	67	1	0	1	0	2	126
% Buses	0	3.1	1.5	0	2.5	0	0	0	0	0	1.1	3.6	0	0	2.4	0.2	0	0.6	0	0.2	2.1
Trucks	0	19	5	0	24	0	0	0	0	0	3	0	0	0	3	4	0	4	0	8	35
% Trucks	0	1.2	0.9	0	1.1	0	0	0	0	0	0.2	0	0	0	0.1	0.6	0	2.5	0	1	0.6

TechniQuest Corporation

4105 US Route 1, Suite # 14
 Monmouth Junction, NJ 08852
 732.274.9500, Fax 732.274.9510

Location: W 63rd St & JFK Blvd
 Description:
 Machine:
 Person:

File Name : 042-04
 Site Code : 4
 Start Date : 5/22/2013
 Page No : 2

Start Time	John F Kennedy Boulevard Southbound					Westbound					John F Kennedy Boulevard Northbound					W 63rd Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	31	24	6	61	0	0	0	0	0	58	59	1	0	118	23	0	26	0	49	228
08:15 AM	0	92	30	0	122	0	0	0	0	0	111	140	0	0	251	33	0	0	0	33	406
08:30 AM	0	95	36	8	139	0	0	0	0	0	95	112	0	3	210	31	0	0	1	32	381
08:45 AM	0	85	42	9	136	0	0	0	3	3	89	100	0	7	196	33	0	0	0	33	368
Total Volume	0	303	132	23	458	0	0	0	3	3	353	411	1	10	775	120	0	26	1	147	1383
% App. Total	0	66.2	28.8	5		0	0	0	100		45.5	53	0.1	1.3		81.6	0	17.7	0.7		
PHF	.000	.797	.786	.639	.824	.000	.000	.000	.250	.250	.795	.734	.250	.357	.772	.909	.000	.250	.250	.750	.852

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	0	165	24	9	198	0	0	0	0	0	57	75	0	5	137	54	0	0	1	55	390
05:00 PM	0	109	27	9	145	0	0	0	10	10	62	86	0	7	155	51	0	0	1	52	362
05:15 PM	0	215	48	3	266	0	0	0	9	9	66	98	0	7	171	48	0	0	1	49	495
05:30 PM	0	148	42	12	202	0	0	0	6	6	67	71	0	9	147	52	0	0	0	52	407
Total Volume	0	637	141	33	811	0	0	0	25	25	252	330	0	28	610	205	0	0	3	208	1654
% App. Total	0	78.5	17.4	4.1		0	0	0	100		41.3	54.1	0	4.6		98.6	0	0	1.4		
PHF	.000	.741	.734	.688	.762	.000	.000	.000	.625	.625	.940	.842	.000	.778	.892	.949	.000	.000	.750	.945	.835

TechniQuest Corporation

4105 US Route 1, Suite # 14
 Monmouth Junction, NJ 08852
 732.274.9500, Fax 732.274.9510

Location: Danforth Ave & JFK Blvd
 Description:
 Machine:
 Person:

File Name : 042-03
 Site Code : 042-03
 Start Date : 5/21/2013
 Page No : 1

Groups Printed- Cars - Buses - Trucks

Start Time	John F Kennedy Boulevard Southbound					Danforth Avenue Westbound					John F Kennedy Boulevard Northbound					Danforth Avenue Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	8	49	2	0	59	4	28	2	0	34	34	112	9	2	157	9	37	3	2	51	301
07:15 AM	12	60	5	0	77	5	30	7	2	44	22	194	22	5	243	12	46	8	2	68	432
07:30 AM	9	85	3	0	97	3	20	10	0	33	29	207	18	0	254	16	55	2	1	74	458
07:45 AM	14	101	9	3	127	11	26	3	0	40	23	230	12	2	267	9	53	8	2	72	506
Total	43	295	19	3	360	23	104	22	2	151	108	743	61	9	921	46	191	21	7	265	1697
08:00 AM	9	110	11	0	130	18	26	9	0	53	20	193	18	3	234	11	58	7	7	83	500
08:15 AM	13	138	12	0	163	9	31	8	0	48	23	196	13	7	239	4	50	11	8	73	523
08:30 AM	11	122	4	2	139	14	22	7	0	43	32	195	14	4	245	10	41	9	2	62	489
08:45 AM	15	86	6	0	107	8	34	2	0	44	18	151	12	1	182	8	38	15	0	61	394
Total	48	456	33	2	539	49	113	26	0	188	93	735	57	15	900	33	187	42	17	279	1906
*** BREAK ***																					
04:00 PM	12	135	17	0	164	12	30	7	1	50	23	128	14	3	168	10	22	15	4	51	433
04:15 PM	20	132	14	0	166	8	34	8	0	50	18	116	12	3	149	9	15	12	25	61	426
04:30 PM	10	158	20	0	188	8	37	8	1	54	21	139	11	0	171	18	30	18	2	68	481
04:45 PM	13	169	12	2	196	15	23	9	3	50	26	119	9	6	160	17	38	18	7	80	486
Total	55	594	63	2	714	43	124	32	5	204	88	502	46	12	648	54	105	63	38	260	1826
05:00 PM	15	175	16	0	206	14	32	7	3	56	24	117	8	6	155	11	45	16	6	78	495
05:15 PM	18	187	12	0	217	14	41	9	12	76	25	129	10	15	179	9	53	16	3	81	553
05:30 PM	22	179	12	0	213	14	38	6	4	62	16	120	8	6	150	14	52	14	5	85	510
05:45 PM	18	165	23	1	207	19	36	6	4	65	23	120	11	4	158	7	31	25	5	68	498
Total	73	706	63	1	843	61	147	28	23	259	88	486	37	31	642	41	181	71	19	312	2056
Grand Total	219	2051	178	8	2456	176	488	108	30	802	377	2466	201	67	3111	174	664	197	81	1116	7485
Apprch %	8.9	83.5	7.2	0.3		21.9	60.8	13.5	3.7		12.1	79.3	6.5	2.2		15.6	59.5	17.7	7.3		
Total %	2.9	27.4	2.4	0.1	32.8	2.4	6.5	1.4	0.4	10.7	5	32.9	2.7	0.9	41.6	2.3	8.9	2.6	1.1	14.9	
Cars	213	1931	177	8	2329	171	480	106	30	787	368	2327	195	67	2957	170	635	192	81	1078	7151
% Cars	97.3	94.1	99.4	100	94.8	97.2	98.4	98.1	100	98.1	97.6	94.4	97	100	95	97.7	95.6	97.5	100	96.6	95.5
Buses	6	101	0	0	107	2	4	1	0	7	2	115	5	0	122	4	11	0	0	15	251
% Buses	2.7	4.9	0	0	4.4	1.1	0.8	0.9	0	0.9	0.5	4.7	2.5	0	3.9	2.3	1.7	0	0	1.3	3.4
Trucks	0	19	1	0	20	3	4	1	0	8	7	24	1	0	32	0	18	5	0	23	83
% Trucks	0	0.9	0.6	0	0.8	1.7	0.8	0.9	0	1	1.9	1	0.5	0	1	0	2.7	2.5	0	2.1	1.1

TechniQuest Corporation

4105 US Route 1, Suite # 14
 Monmouth Junction, NJ 08852
 732.274.9500, Fax 732.274.9510

Location: Danforth Ave & JFK Blvd
 Description:
 Machine:
 Person:

File Name : 042-03
 Site Code : 042-03
 Start Date : 5/21/2013
 Page No : 2

Start Time	John F Kennedy Boulevard Southbound					Danforth Avenue Westbound					John F Kennedy Boulevard Northbound					Danforth Avenue Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	14	101	9	3	127	11	26	3	0	40	23	230	12	2	267	9	53	8	2	72	506
08:00 AM	9	110	11	0	130	18	26	9	0	53	20	193	18	3	234	11	58	7	7	83	500
08:15 AM	13	138	12	0	163	9	31	8	0	48	23	196	13	7	239	4	50	11	8	73	523
08:30 AM	11	122	4	2	139	14	22	7	0	43	32	195	14	4	245	10	41	9	2	62	489
Total Volume	47	471	36	5	559	52	105	27	0	184	98	814	57	16	985	34	202	35	19	290	2018
% App. Total	8.4	84.3	6.4	0.9		28.3	57.1	14.7	0		9.9	82.6	5.8	1.6		11.7	69.7	12.1	6.6		
PHF	.839	.853	.750	.417	.857	.722	.847	.750	.000	.868	.766	.885	.792	.571	.922	.773	.871	.795	.594	.873	.965

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	15	175	16	0	206	14	32	7	3	56	24	117	8	6	155	11	45	16	6	78	495
05:15 PM	18	187	12	0	217	14	41	9	12	76	25	129	10	15	179	9	53	16	3	81	553
05:30 PM	22	179	12	0	213	14	38	6	4	62	16	120	8	6	150	14	52	14	5	85	510
05:45 PM	18	165	23	1	207	19	36	6	4	65	23	120	11	4	158	7	31	25	5	68	498
Total Volume	73	706	63	1	843	61	147	28	23	259	88	486	37	31	642	41	181	71	19	312	2056
% App. Total	8.7	83.7	7.5	0.1		23.6	56.8	10.8	8.9		13.7	75.7	5.8	4.8		13.1	58	22.8	6.1		
PHF	.830	.944	.685	.250	.971	.803	.896	.778	.479	.852	.880	.942	.841	.517	.897	.732	.854	.710	.792	.918	.929

TechniQuest Corporation

4105 US Route 1, Suite # 14
 Monmouth Junction, NJ 08852
 732.274.9500, Fax 732.274.9510

Location: Communipaw Ave & JFK Blvd
 Description:
 Machine:
 Person:

File Name : 042-02
 Site Code : 042-02
 Start Date : 5/21/2013
 Page No : 1

Groups Printed- Cars - Buses - Trucks

Start Time	John F Kennedy Boulevard Southbound					Communipaw Avenue Westbound					John F Kennedy Boulevard Northbound					Communipaw Avenue Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	4	102	15	3	124	2	70	5	3	80	21	230	21	12	284	13	165	3	1	182	670
07:15 AM	8	118	19	6	151	2	76	7	7	92	23	249	25	11	308	14	171	5	2	192	743
07:30 AM	14	137	21	5	177	7	83	5	3	98	23	295	22	6	346	12	179	8	9	208	829
07:45 AM	12	206	15	12	245	18	89	3	6	116	20	292	32	11	355	14	159	12	15	200	916
Total	38	563	70	26	697	29	318	20	19	386	87	1066	100	40	1293	53	674	28	27	782	3158
08:00 AM	6	171	24	30	231	9	87	6	15	117	28	286	20	14	348	14	150	5	4	173	869
08:15 AM	12	148	12	12	184	6	102	15	6	129	31	259	14	23	327	16	142	7	5	170	810
08:30 AM	6	234	51	9	300	6	120	15	6	147	22	224	11	11	268	19	135	11	5	170	885
08:45 AM	3	120	24	16	163	6	81	9	3	99	29	231	21	17	298	21	96	12	14	143	703
Total	27	673	111	67	878	27	390	45	30	492	110	1000	66	65	1241	70	523	35	28	656	3267
*** BREAK ***																					
04:00 PM	12	189	36	12	249	12	108	6	6	132	26	179	27	10	242	9	94	14	8	125	748
04:15 PM	12	211	33	48	304	6	117	18	30	171	33	185	25	19	262	14	89	15	12	130	867
04:30 PM	4	175	39	9	227	6	103	22	15	146	39	187	18	26	270	21	93	7	12	133	776
04:45 PM	6	217	37	9	269	12	92	18	4	126	21	169	16	11	217	21	121	12	9	163	775
Total	34	792	145	78	1049	36	420	64	55	575	119	720	86	66	991	65	397	48	41	551	3166
05:00 PM	15	205	22	19	261	21	97	18	6	142	34	187	32	3	256	17	99	16	10	142	801
05:15 PM	15	233	39	12	299	3	109	15	9	136	32	202	20	13	267	19	99	8	4	130	832
05:30 PM	3	269	30	9	311	12	95	27	16	150	44	230	34	7	315	3	57	9	8	77	853
05:45 PM	4	279	33	11	327	15	100	29	17	161	48	242	41	9	340	4	61	12	10	87	915
Total	37	986	124	51	1198	51	401	89	48	589	158	861	127	32	1178	43	316	45	32	436	3401
Grand Total	136	3014	450	222	3822	143	1529	218	152	2042	474	3647	379	203	4703	231	1910	156	128	2425	12992
Apprch %	3.6	78.9	11.8	5.8		7	74.9	10.7	7.4		10.1	77.5	8.1	4.3		9.5	78.8	6.4	5.3		
Total %	1	23.2	3.5	1.7	29.4	1.1	11.8	1.7	1.2	15.7	3.6	28.1	2.9	1.6	36.2	1.8	14.7	1.2	1	18.7	
Cars	125	2854	445	222	3646	137	1383	214	152	1886	466	3521	376	203	4566	227	1817	152	128	2324	12422
% Cars	91.9	94.7	98.9	100	95.4	95.8	90.5	98.2	100	92.4	98.3	96.5	99.2	100	97.1	98.3	95.1	97.4	100	95.8	95.6
Buses	6	124	4	0	134	3	18	1	0	22	3	123	3	0	129	4	20	2	0	26	311
% Buses	4.4	4.1	0.9	0	3.5	2.1	1.2	0.5	0	1.1	0.6	3.4	0.8	0	2.7	1.7	1	1.3	0	1.1	2.4
Trucks	5	36	1	0	42	3	128	3	0	134	5	3	0	0	8	0	73	2	0	75	259
% Trucks	3.7	1.2	0.2	0	1.1	2.1	8.4	1.4	0	6.6	1.1	0.1	0	0	0.2	0	3.8	1.3	0	3.1	2

TechniQuest Corporation

4105 US Route 1, Suite # 14
 Monmouth Junction, NJ 08852
 732.274.9500, Fax 732.274.9510

Location: Communipaw Ave & JFK Blvd
 Description:
 Machine:
 Person:

File Name : 042-02
 Site Code : 042-02
 Start Date : 5/21/2013
 Page No : 2

Start Time	John F Kennedy Boulevard Southbound					Communipaw Avenue Westbound					John F Kennedy Boulevard Northbound					Communipaw Avenue Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	12	206	15	12	245	18	89	3	6	116	20	292	32	11	355	14	159	12	15	200	916
08:00 AM	6	171	24	30	231	9	87	6	15	117	28	286	20	14	348	14	150	5	4	173	869
08:15 AM	12	148	12	12	184	6	102	15	6	129	31	259	14	23	327	16	142	7	5	170	810
08:30 AM	6	234	51	9	300	6	120	15	6	147	22	224	11	11	268	19	135	11	5	170	885
Total Volume	36	759	102	63	960	39	398	39	33	509	101	1061	77	59	1298	63	586	35	29	713	3480
% App. Total	3.8	79.1	10.6	6.6		7.7	78.2	7.7	6.5		7.8	81.7	5.9	4.5		8.8	82.2	4.9	4.1		
PHF	.750	.811	.500	.525	.800	.542	.829	.650	.550	.866	.815	.908	.602	.641	.914	.829	.921	.729	.483	.891	.950

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	15	205	22	19	261	21	97	18	6	142	34	187	32	3	256	17	99	16	10	142	801
05:15 PM	15	233	39	12	299	3	109	15	9	136	32	202	20	13	267	19	99	8	4	130	832
05:30 PM	3	269	30	9	311	12	95	27	16	150	44	230	34	7	315	3	57	9	8	77	853
05:45 PM	4	279	33	11	327	15	100	29	17	161	48	242	41	9	340	4	61	12	10	87	915
Total Volume	37	986	124	51	1198	51	401	89	48	589	158	861	127	32	1178	43	316	45	32	436	3401
% App. Total	3.1	82.3	10.4	4.3		8.7	68.1	15.1	8.1		13.4	73.1	10.8	2.7		9.9	72.5	10.3	7.3		
PHF	.617	.884	.795	.671	.916	.607	.920	.767	.706	.915	.823	.889	.774	.615	.866	.566	.798	.703	.800	.768	.929

TechniQuest Corporation

4105 US Route 1, Suite # 14
 Monmouth Junction, NJ 08852
 732.274.9500, Fax 732.274.9510

Location #6
 Surveyor:
 ID: 5286/5598
 Weather: Clear

File Name : 055-06
 Site Code : 6
 Start Date : 6/28/2012
 Page No : 1

Groups Printed- Cars - Light Trucks - Heavy Trucks

Start Time	J. F. Kennedy Blvd Southbound					Montgomery Street Westbound					J. F. Kennedy Blvd Northbound					Montgomery Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	23	102	11	16	152	21	36	1	3	61	0	149	38	22	209	17	51	8	10	86	508
07:15 AM	15	138	9	11	173	22	38	3	4	67	2	186	20	26	234	4	53	0	5	62	536
07:30 AM	17	169	20	6	212	36	40	8	8	92	0	183	17	25	225	15	55	1	4	75	604
07:45 AM	14	204	10	16	244	22	37	5	18	82	1	205	23	31	260	16	38	2	5	61	647
Total	69	613	50	49	781	101	151	17	33	302	3	723	98	104	928	52	197	11	24	284	2295
08:00 AM	18	187	12	8	225	57	26	6	12	101	2	227	33	41	303	31	61	1	3	96	725
08:15 AM	29	205	13	12	259	23	35	12	36	106	3	227	26	29	285	25	46	3	1	75	725
08:30 AM	16	184	9	4	213	45	27	10	20	102	5	219	20	41	285	12	39	3	1	55	655
08:45 AM	17	156	5	9	187	23	30	5	23	81	7	188	16	19	230	12	54	6	7	79	577
Total	80	732	39	33	884	148	118	33	91	390	17	861	95	130	1103	80	200	13	12	305	2682
*** BREAK ***																					
04:00 PM	12	230	11	7	260	68	40	11	6	125	2	136	23	17	178	6	43	7	4	60	623
04:15 PM	24	188	10	11	233	58	43	9	6	116	0	171	18	3	192	9	38	4	3	54	595
04:30 PM	12	240	20	4	276	60	64	9	12	145	2	147	23	8	180	16	32	4	1	53	654
04:45 PM	9	248	15	5	277	44	47	11	9	111	4	113	19	6	142	12	59	5	7	83	613
Total	57	906	56	27	1046	230	194	40	33	497	8	567	83	34	692	43	172	20	15	250	2485
05:00 PM	20	220	24	16	280	48	71	10	9	138	4	168	24	18	214	17	47	8	4	76	708
05:15 PM	9	243	13	24	289	40	48	10	27	125	6	193	30	35	264	17	29	5	10	61	739
05:30 PM	17	210	19	16	262	48	78	4	9	139	6	198	29	21	254	19	49	2	6	76	731
05:45 PM	19	212	15	29	275	51	45	9	17	122	8	194	46	23	271	19	43	5	14	81	749
Total	65	885	71	85	1106	187	242	33	62	524	24	753	129	97	1003	72	168	20	34	294	2927
Grand Total	271	3136	216	194	3817	666	705	123	219	1713	52	2904	405	365	3726	247	737	64	85	1133	10389
Apprch %	7.1	82.2	5.7	5.1		38.9	41.2	7.2	12.8		1.4	77.9	10.9	9.8		21.8	65	5.6	7.5		
Total %	2.6	30.2	2.1	1.9	36.7	6.4	6.8	1.2	2.1	16.5	0.5	28	3.9	3.5	35.9	2.4	7.1	0.6	0.8	10.9	
Cars	261	3022	214	194	3691	652	661	114	219	1646	49	2789	396	365	3599	237	679	59	85	1060	9996
% Cars	96.3	96.4	99.1	100	96.7	97.9	93.8	92.7	100	96.1	94.2	96	97.8	100	96.6	96	92.1	92.2	100	93.6	96.2
Light Trucks	8	111	2	0	121	13	42	9	0	64	1	114	9	0	124	9	53	5	0	67	376
% Light Trucks	3	3.5	0.9	0	3.2	2	6	7.3	0	3.7	1.9	3.9	2.2	0	3.3	3.6	7.2	7.8	0	5.9	3.6
Heavy Trucks	2	3	0	0	5	1	2	0	0	3	2	1	0	0	3	1	5	0	0	6	17
% Heavy Trucks	0.7	0.1	0	0	0.1	0.2	0.3	0	0	0.2	3.8	0	0	0	0.1	0.4	0.7	0	0	0.5	0.2

TechniQuest Corporation

4105 US Route 1, Suite # 14
 Monmouth Junction, NJ 08852
 732.274.9500, Fax 732.274.9510

Location #6
 Surveyor:
 ID: 5286/5598
 Weather: Clear

File Name : 055-06
 Site Code : 6
 Start Date : 6/28/2012
 Page No : 2

Start Time	J. F. Kennedy Blvd Southbound					Montgomery Street Westbound					J. F. Kennedy Blvd Northbound					Montgomery Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	14	204	10	16	244	22	37	5	18	82	1	205	23	31	260	16	38	2	5	61	647
08:00 AM	18	187	12	8	225	57	26	6	12	101	2	227	33	41	303	31	61	1	3	96	725
08:15 AM	29	205	13	12	259	23	35	12	36	106	3	227	26	29	285	25	46	3	1	75	725
08:30 AM	16	184	9	4	213	45	27	10	20	102	5	219	20	41	285	12	39	3	1	55	655
Total Volume	77	780	44	40	941	147	125	33	86	391	11	878	102	142	1133	84	184	9	10	287	2752
% App. Total	8.2	82.9	4.7	4.3		37.6	32	8.4	22		1	77.5	9	12.5		29.3	64.1	3.1	3.5		
PHF	.664	.951	.846	.625	.908	.645	.845	.688	.597	.922	.550	.967	.773	.866	.935	.677	.754	.750	.500	.747	.949

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	20	220	24	16	280	48	71	10	9	138	4	168	24	18	214	17	47	8	4	76	708
05:15 PM	9	243	13	24	289	40	48	10	27	125	6	193	30	35	264	17	29	5	10	61	739
05:30 PM	17	210	19	16	262	48	78	4	9	139	6	198	29	21	254	19	49	2	6	76	731
05:45 PM	19	212	15	29	275	51	45	9	17	122	8	194	46	23	271	19	43	5	14	81	749
Total Volume	65	885	71	85	1106	187	242	33	62	524	24	753	129	97	1003	72	168	20	34	294	2927
% App. Total	5.9	80	6.4	7.7		35.7	46.2	6.3	11.8		2.4	75.1	12.9	9.7		24.5	57.1	6.8	11.6		
PHF	.813	.910	.740	.733	.957	.917	.776	.825	.574	.942	.750	.951	.701	.693	.925	.947	.857	.625	.607	.907	.977

TechniQuest Corporation

4105 US Route 1, Suite # 14
 Monmouth Junction, NJ 08852
 732.274.9500, Fax 732.274.9510

Location: Sip Ave & JFK Blvd
 Description:
 Machine:
 Person:

File Name : 042-01
 Site Code : 42-01
 Start Date : 5/21/2013
 Page No : 1

Groups Printed- Cars - Buses - Trucks

Start Time	John F Kennedy Boulevard Southbound					Sip Avenue Westbound					John F Kennedy Boulevard Northbound					Sip Avenue Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	25	111	23	22	181	4	25	2	5	36	4	124	47	6	181	34	95	5	16	150	548
07:15 AM	20	114	27	24	185	6	37	0	6	49	7	150	61	5	223	37	80	3	2	122	579
07:30 AM	36	138	32	36	242	3	42	0	14	59	13	175	67	8	263	36	94	3	6	139	703
07:45 AM	41	177	39	42	299	11	45	0	13	69	11	181	57	10	259	34	112	4	7	157	784
Total	122	540	121	124	907	24	149	2	38	213	35	630	232	29	926	141	381	15	31	568	2614
08:00 AM	40	143	40	44	267	9	53	0	10	72	21	172	64	8	265	38	101	4	8	151	755
08:15 AM	28	146	52	48	274	16	56	0	30	102	22	169	74	8	273	36	100	4	15	155	804
08:30 AM	30	139	48	42	259	17	44	6	20	87	7	188	59	13	267	27	115	4	14	160	773
08:45 AM	33	146	40	48	267	12	32	0	19	63	14	168	50	8	240	35	103	7	17	162	732
Total	131	574	180	182	1067	54	185	6	79	324	64	697	247	37	1045	136	419	19	54	628	3064
*** BREAK ***																					
04:00 PM	29	165	45	42	281	17	52	1	27	97	14	128	44	2	188	28	69	9	16	122	688
04:15 PM	30	148	65	53	296	17	70	0	21	108	23	131	45	2	201	27	74	10	9	120	725
04:30 PM	37	186	45	55	323	18	53	0	15	86	20	140	56	7	223	34	70	7	28	139	771
04:45 PM	35	176	35	64	310	21	55	0	22	98	21	146	42	4	213	31	60	9	15	115	736
Total	131	675	190	214	1210	73	230	1	85	389	78	545	187	15	825	120	273	35	68	496	2920
05:00 PM	57	203	48	62	370	15	68	0	18	101	22	148	37	0	207	20	76	10	6	112	790
05:15 PM	30	199	42	58	329	15	73	1	18	107	24	164	30	9	227	51	71	13	10	145	808
05:30 PM	29	206	50	64	349	30	74	0	11	115	11	140	49	7	207	30	70	6	24	130	801
05:45 PM	23	183	54	80	340	29	62	0	28	119	15	131	47	7	200	24	64	11	11	110	769
Total	139	791	194	264	1388	89	277	1	75	442	72	583	163	23	841	125	281	40	51	497	3168
Grand Total	523	2580	685	784	4572	240	841	10	277	1368	249	2455	829	104	3637	522	1354	109	204	2189	11766
Apprch %	11.4	56.4	15	17.1		17.5	61.5	0.7	20.2		6.8	67.5	22.8	2.9		23.8	61.9	5	9.3		
Total %	4.4	21.9	5.8	6.7	38.9	2	7.1	0.1	2.4	11.6	2.1	20.9	7	0.9	30.9	4.4	11.5	0.9	1.7	18.6	
Cars	499	2447	661	784	4391	226	780	10	277	1293	241	2352	793	103	3489	487	1293	104	204	2088	11261
% Cars	95.4	94.8	96.5	100	96	94.2	92.7	100	100	94.5	96.8	95.8	95.7	99	95.9	93.3	95.5	95.4	100	95.4	95.7
Buses	15	102	14	0	131	13	52	0	0	65	6	80	31	1	118	31	54	4	0	89	403
% Buses	2.9	4	2	0	2.9	5.4	6.2	0	0	4.8	2.4	3.3	3.7	1	3.2	5.9	4	3.7	0	4.1	3.4
Trucks	9	31	10	0	50	1	9	0	0	10	2	23	5	0	30	4	7	1	0	12	102
% Trucks	1.7	1.2	1.5	0	1.1	0.4	1.1	0	0	0.7	0.8	0.9	0.6	0	0.8	0.8	0.5	0.9	0	0.5	0.9

TechniQuest Corporation

4105 US Route 1, Suite # 14
 Monmouth Junction, NJ 08852
 732.274.9500, Fax 732.274.9510

Location: Sip Ave & JFK Blvd
 Description:
 Machine:
 Person:

File Name : 042-01
 Site Code : 42-01
 Start Date : 5/21/2013
 Page No : 2

Start Time	John F Kennedy Boulevard Southbound					Sip Avenue Westbound					John F Kennedy Boulevard Northbound					Sip Avenue Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	41	177	39	42	299	11	45	0	13	69	11	181	57	10	259	34	112	4	7	157	784
08:00 AM	40	143	40	44	267	9	53	0	10	72	21	172	64	8	265	38	101	4	8	151	755
08:15 AM	28	146	52	48	274	16	56	0	30	102	22	169	74	8	273	36	100	4	15	155	804
08:30 AM	30	139	48	42	259	17	44	6	20	87	7	188	59	13	267	27	115	4	14	160	773
Total Volume	139	605	179	176	1099	53	198	6	73	330	61	710	254	39	1064	135	428	16	44	623	3116
% App. Total	12.6	55.1	16.3	16		16.1	60	1.8	22.1		5.7	66.7	23.9	3.7		21.7	68.7	2.6	7.1		
PHF	.848	.855	.861	.917	.919	.779	.884	.250	.608	.809	.693	.944	.858	.750	.974	.888	.930	1.00	.733	.973	.969

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	57	203	48	62	370	15	68	0	18	101	22	148	37	0	207	20	76	10	6	112	790
05:15 PM	30	199	42	58	329	15	73	1	18	107	24	164	30	9	227	51	71	13	10	145	808
05:30 PM	29	206	50	64	349	30	74	0	11	115	11	140	49	7	207	30	70	6	24	130	801
05:45 PM	23	183	54	80	340	29	62	0	28	119	15	131	47	7	200	24	64	11	11	110	769
Total Volume	139	791	194	264	1388	89	277	1	75	442	72	583	163	23	841	125	281	40	51	497	3168
% App. Total	10	57	14	19		20.1	62.7	0.2	17		8.6	69.3	19.4	2.7		25.2	56.5	8	10.3		
PHF	.610	.960	.898	.825	.938	.742	.936	.250	.670	.929	.750	.889	.832	.639	.926	.613	.924	.769	.531	.857	.980



Appendix: Outreach



Bayonne/Greenville/Journal Square Bus Rapid Transit Study



Contents

- Technical Advisory Committee meeting #1 (February 21, 2012):
 - Agenda
 - Meeting minutes
 - Presentation
 - Compilation of goals and objectives brainstorming
- Public meetings #1 and #2 (June 12, 2012, in Jersey City and 13, 2012, in Bayonne):
 - Meeting minutes
 - Sign-in sheets
 - Comment forms
 - Surveys
 - Open house boards
 - Blank version of boards used in discussion groups
 - Photos of marked up boards from discussion groups
 - Presentation
- Technical Advisory Committee meeting #2 (December 13, 2012):
 - Agenda
 - Meeting minutes
 - Presentation
- Technical Advisory Committee meeting #3 (March 1, 2013):
 - Agenda
 - Meeting minutes
 - Presentation
- Public meeting #3 (March 12, 2013):
 - Meeting minutes
 - Sign-in sheet
 - Comment forms
 - Presentation
- Bayonne outreach meeting (May 29, 2013):
 - Meeting minutes
 - Sign-in sheet
 - Comment forms
 - Presentation



**COUNTY OF HUDSON
DEPARTMENT OF PARKS & COMMUNITY SERVICES
DIVISION OF PLANNING
MEADOWVIEW CAMPUS BLDG. 1, FL. 2
595 COUNTY AVENUE
SECAUCUS, NEW JERSEY 07094
WWW.HUDSONCOUNTYNJ.ORG/PLANNING**

THOMAS A. DeGISE
COUNTY EXECUTIVE

MICHELLE RICHARDSON
DIRECTOR

STEPHEN D. MARKS, PP, AICP
DIVISION CHIEF

**Fax (201) 217-5137
(201) 795-7856**

**Jersey City/Journal Square/Bayonne Bus Rapid Transit Study
Technical Advisory Committee
Kickoff Meeting Agenda**

Date: February 21, 2012

Time: 1:00pm-3:00pm

Location: Jersey City City Hall – 280 Grove Street, Room 321 (Law Department Conference Room)

Part 1 – Study overview

- Introductions
- Overview of consultant team
- Overview of study process (scope and schedule)
- Bus Rapid Transit 101
- Discussion/Q&A

Part 2 – Discussion of goals and objectives

- Goals and objectives for this study
- Goals and objectives for BRT in Jersey City and Bayonne

Part 3 – Next steps

- Outreach
 - Public meeting/workshops
 - Web site
 - Discussions with other bus operators (MTA and private operators)
 - Other stakeholders
- Role of the Technical Advisory Committee
 - Data requests
- Initial technical work
- Other issues

DRAFT MEETING MINUTES

Location: City Hall Caucus Room, Jersey City

Date/Time: February 21, 2012, 1:00pm-3:00pm

Purpose: This was the kickoff meeting for the Technical Advisory Committee (TAC) for the Jersey City/Journal Square/Bayonne Bus Rapid Transit Study

Attendees:

Technical Advisory Committee	
Name	Organization
Jay DiDomenico	Hudson County TMA
John Fussa	City of Bayonne
Doug Greenfeld	Jersey City Office of the Mayor
James Greller	Hudson County Improvement Authority
Tineen Howard	New Jersey Department of Transportation
Naomi Hsu	Jersey City Division of City Planning
Lee Klein	Jersey City Division of Engineering
John Lane	Hudson County Division of Engineering
Chuck Lee	Jersey City Division of Engineering
Suzanne Mack	Bayonne Local Redevelopment Authority
Stephen Marks	Hudson County Division of Planning
Megan Massey	Hudson County Division of Planning
R.J. Palladino	NJ TRANSIT
David Schmetterer	North Jersey Transportation Planning Authority
Elizabeth Thompson	North Jersey Transportation Planning Authority

Consultant Team	
Name	Organization
Joseph Barr	Parsons Brinckerhoff
Anthony DeJohn	Parsons Brinckerhoff
Amy Ford-Wagner	Parsons Brinckerhoff
Kim Haas	Haas Media
Nanette Hernandez	Haas Media
Pamela Roach	Haas Media
Larry Glover	Haas Media
Bruce Klein	T&M Associates
Paul Schimek	TranSystems

Agenda:

Part 1 – Study overview

- Introductions
- Overview of consultant team
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- Initial technical work
- Other issues

Presentation:

The Parsons Brinckerhoff Project Manager Joseph Barr presented an overview of the study process, including the study steps and schedule. Mr. Barr followed with “Bus Rapid Transit 101,” an introduction to the attributes of Bus Rapid Transit (BRT) and examples of each. These attributes include bus lanes/running ways, signal priority, fare collection, low-floor buses, real-time information, branding, stations, and a service plan. Mr. Barr described how each of these attributes contributes to improved bus service in general, and how they can be combined to create a transit program that customers perceive as new and different. Kim Haas also provided an overview of the outreach program, including public workshops, the web site, and other outreach possibilities.

Discussion Items:

Topic	Discussion
TAC responsibilities	<ul style="list-style-type: none">▪ Anticipate 6 TAC meetings during the life of the project▪ TAC will have technical input and review responsibilities but is not responsible for project management tasks▪ PANYNJ, while not present at the meeting, were invited and will be kept in the loop.

Topic	Discussion
Project background and structure	<ul style="list-style-type: none"> ▪ Funding from subregional UPWP. ▪ Study due to finish by April 2013. ▪ Broad goal: look at study area to evaluate possibilities for BRT in the area, focusing primarily on North-South corridors ▪ Hudson County is the lead agency, working closely with Bayonne and Jersey City
Data collection	<ul style="list-style-type: none"> ▪ Study team will reach out to TAC for ridership, land use, and other similar data ▪ General Origin & Destination (O&D) information can be gathered in the early phases but more precise O&D data based on travel demand modeling & transit ridership information would be used later in the study.
Screening and evaluating alternatives	<ul style="list-style-type: none"> ▪ In earlier phases of the study, alternatives will be broadly defined and evaluated against broad criteria. ▪ For example, cost in the early phases might simply be evaluated as “high, medium, low” rather than a precise cost. ▪ Later in the study, criteria will be more precisely defined as options are narrowed down.
Anticipated project schedule	<ul style="list-style-type: none"> ▪ Task 4 by end of summer ▪ Task 5 by toward end of the year ▪ Task 6 through winter ▪ Finish reports by late winter/early spring
Role of existing transit agencies	<ul style="list-style-type: none"> ▪ NJ TRANSIT is a TAC member ▪ The study will develop a package of recommendations, including initial concepts for implementation and operation. ▪ The study will not assume either a public or private operator; rather it will recommend a range of improvements that could create an effective upgrade in service.
Timing of implementation	<ul style="list-style-type: none"> ▪ The study will aim to recommend both short-term and long-term types of improvements that could create meaningful improvements in service without precluding future implementation.
Goals and objectives development	<ul style="list-style-type: none"> ▪ The TAC members worked to brainstorm a list of potential goals and objectives, both for this study effort and for BRT generally within the study area. ▪ A compiled listing of the potential goals and objectives is attached to these minutes.

Topic	Discussion
Public outreach	<ul style="list-style-type: none"> ▪ Public outreach is meant to create a two-way dialog with the public. ▪ Tools will include meetings and materials held in English and Spanish and other languages as the need is identified. ▪ The team will reach out to TAC members (especially Jersey City and Bayonne) to identify mailing lists, out sitereach groups, etc., that the cities already use for outreach. ▪ Social media tools (such as Facebook, Twitter) will be considered, although the need to manage these tools will have to be addressed. ▪ The study website will be opened up to the TAC for review before it is live, and TAC members will be provided with an outline of the web site to review in advance.

Action Items:

Task	Responsible	Due	Status
Request required technical data and other background information TAC	J. Barr to coordinate	Mid-March	Not started
Create outline for web site	Haas Media Team	March 21	Not started

Attachments:

Goals & Objectives Brainstorming List

Distribution:

County of Hudson

Attendees

File

These minutes represent the recorder's understanding of the issues discussed. Please report any discrepancies or corrections within seven days, after which the minutes will be finalized.



Jersey City / Journal Square / Bayonne Bus Rapid Transit Study



Technical Advisory Committee
Kickoff Meeting
February 21st 2012



Agenda

Jersey City / Journal Square / Bayonne Bus Rapid Transit Study



Part 1 – Study Overview	<ul style="list-style-type: none">• Introductions• Overview of consultant team• Overview of study process (scope and schedule)• Bus Rapid Transit 101• Discussion/Q&A
Part 2 – Discussion of Goals and Objectives	<ul style="list-style-type: none">• Goals and objectives for this study• Goals and objectives for BRT in Jersey City and Bayonne
Part 3 – Next Steps	<ul style="list-style-type: none">• Outreach• Role of the Technical Advisory Committee• Initial technical work• Other issues



Study Team

Jersey City/Journal Square/Bayonne Bus Rapid Transit Study



- Parsons Brinckerhoff**
 - Project management
 - Transportation planning
 - Concept design
 - Alternatives evaluation
 - Cost estimation
- TranSystems**
 - Transit planning
 - Ridership estimates
- T&M Associates**
 - Traffic engineering
 - Land use review
- Haas Media**
 - Public outreach
 - Stakeholder coordination
 - Website/interactive media

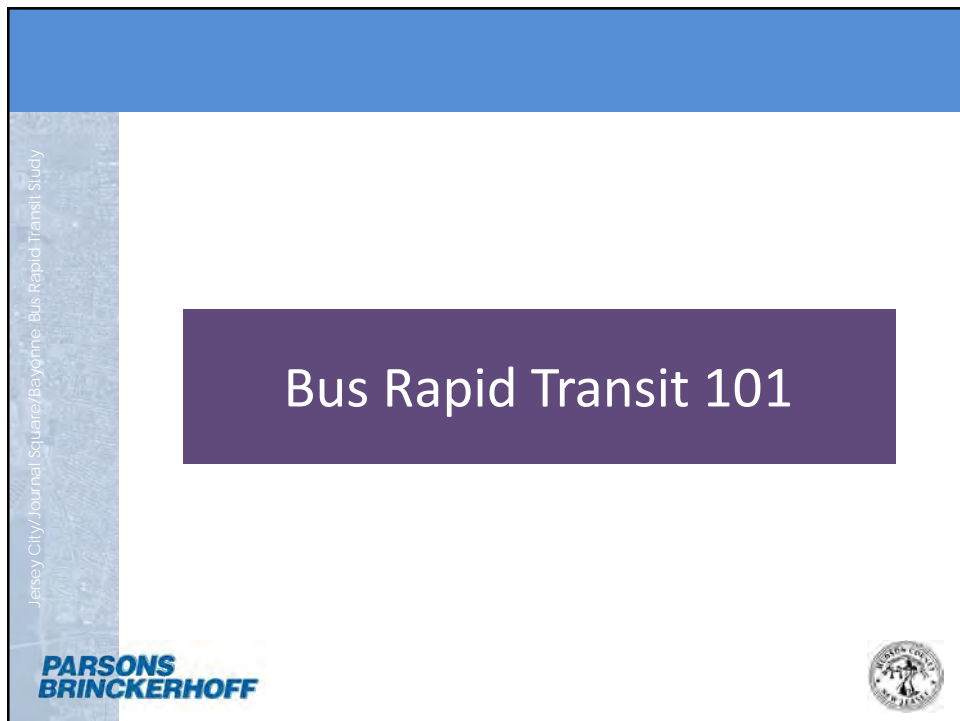
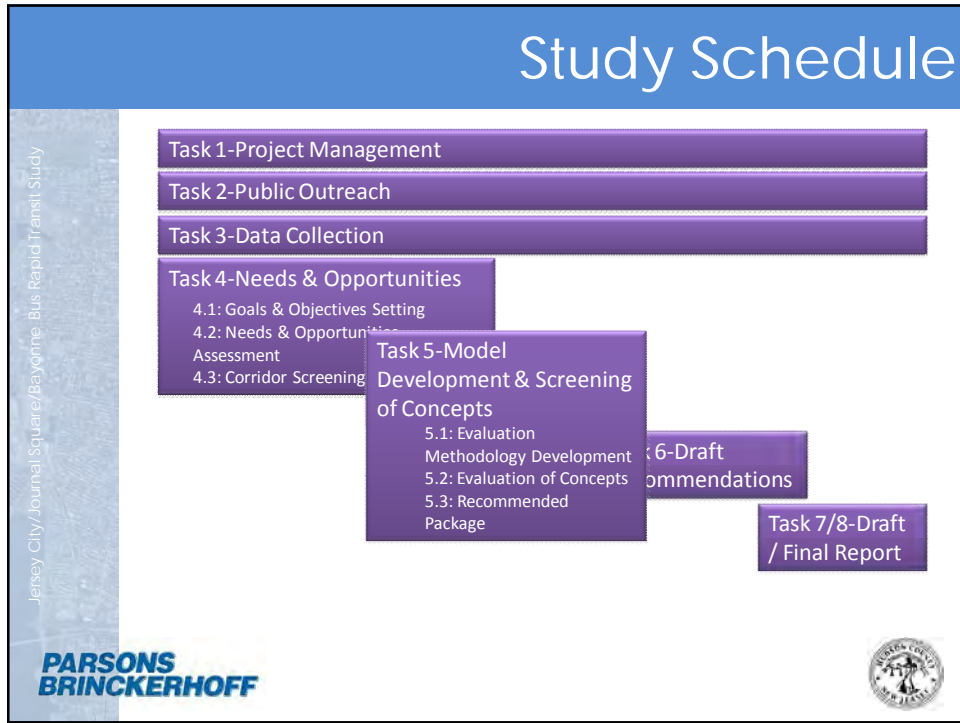


Study Steps

Jersey City/Journal Square/Bayonne Bus Rapid Transit Study

- Corridor Identification and Characterization
- BRT Opportunities Assessment
- Corridor Screening and Selection
- Analysis and Evaluation of Selected Corridor
- Recommended Package of Improvements





Bus Rapid Transit 101

Jersey City/Journal Square/Bayonne Bus Rapid Transit Study

- Flexible, integrated, high performance system with a quality image and a strong brand identity
- Essential Elements:
 - Speed
 - Reliability
 - Attractiveness/Customer Convenience
- Package of improvements must be robust enough to create a meaningful improvement in travel experience

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Bus Rapid Transit 101

Jersey City/Journal Square/Bayonne Bus Rapid Transit Study

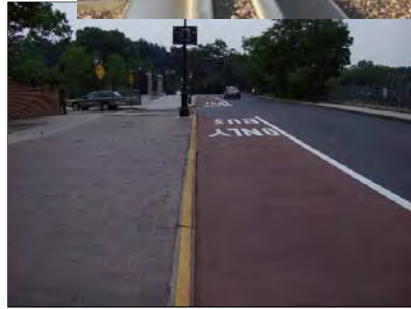
- Bus Lanes/Running Ways
- Signal Priority
- Improved Fare Collection
- Low-Floor Buses
- Real-Time Information
- Branding
- Enhanced Stations
- Improved Service Plan

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Bus Lanes/Running Ways

Jersey City/Journal Square/Bayonne Bus Rapid Transit Study

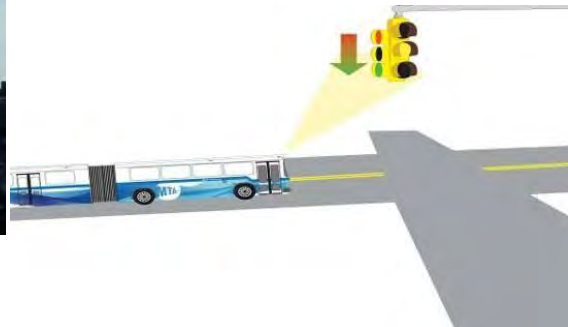
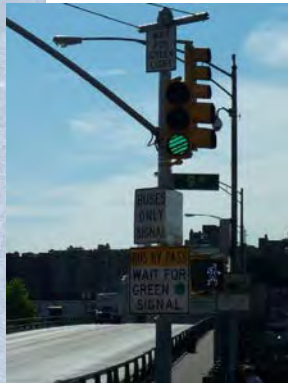


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Signal Priority

Jersey City/Journal Square/Bayonne Bus Rapid Transit Study



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Improved Fare Collection

Jersey City/Journal Square/Bayonne Bus Rapid Transit Study



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Low-Floor Buses

Jersey City/Journal Square/Bayonne Bus Rapid Transit Study



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Real-Time Information

Jersey City/Journal Square/Bayonne Bus Rapid Transit Study



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Branding

Jersey City/Journal Square/Bayonne Bus Rapid Transit Study



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Enhanced Stations

Jersey City/Journal Square/Bayonne Bus Rapid Transit Study

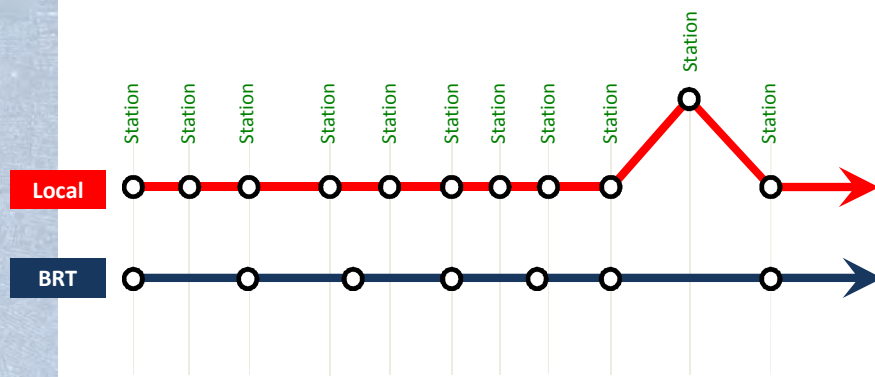


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Improved Service Plan

Jersey City/Journal Square/Bayonne Bus Rapid Transit Study




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Jersey City/Journal Square/Bayonne Bus Rapid Transit Study

Q&A/Discussion

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Goals and Objectives

- Short-term: goals and objectives for this study
- Longer-term: goals and objectives for BRT in the study area

Jersey City/Journal Square/Bayonne Bus Rapid Transit Study

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“Typical” Goals and Objectives

Jersey City/Journal Square/Bayonne Bus Rapid Transit Study

- Improve speed
- Increase reliability
- Increase economic competitiveness
- Improve community connectivity
- Make buses more convenient and easier to use—increase system legibility
- Expand access to employment
- Reduce system operating costs
- Increase ridership/farebox recovery

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Discussion of Goals and Objectives

Jersey City/Journal Square/Bayonne Bus Rapid Transit Study

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Outreach

Jersey City/Journal Square/Bayonne Bus Rapid Transit Study

- Public meeting/workshops
 - Format
 - Timing
- Web site
- Discussions with other bus operators (MTA and private operators)
- Other stakeholders

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Moving Forward

Jersey City/Journal Square/Bayonne Bus Rapid Transit Study

- Role of the Technical Advisory Committee
 - Information gathering
 - Data requests
- Initial technical work
- Other issues
- Next steps


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Jersey City/Journal Square/Bayonne Bus Rapid Transit Study

Q&A/Discussion

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Goals & Objectives Brainstorming Session

From Flip Charts

For Current Study

- Address the full range of infrastructure needs
- Look at Bayonne and the relationship to the Hudson-Bergen Light Rail
- Contrast benefits & costs (broadly defined)
- Have a robust, two-way public process
- Assess the need for BRT (related to federal funding)
- Address relationships to jitneys
- Consider impacts on intersecting routes and the Hudson-Bergen Light Rail
- Balance short term and longer-term improvements; consider packaging/phasing of improvements
- Match needs and improvements
- Document supporting improvements & future steps
- Connect with NJTPA studies (jitney study, BRT options study)
- Consider ownership of right-of-way
- Consider the impact of the Hudson-Bergen Light Rail extension to west (west of 440)

For BRT Overall

- Consider consolidating bus stops
- Consider environmental justice issues, such as the potential to provide service to populations without personal vehicles
- Fill gaps in existing service
- Consider system safety – both on buses and at stops
- Improve transfers
- Leverage existing investments in the study area
- Link to communities that are developing/redeveloping
- Reduce overall travel times
- Improve system reliability
- Generally improve existing service
- Consider access to work, healthcare, educational opportunities (primary, secondary, and post-secondary), and shopping
- Identify and fill gaps in service of Greenville section of Jersey City but don't displace existing local service.
- Integrate BRT with local (i.e., express and local)
- Short and long term designs
- Maximize intermodal connections
- Design BRT corridors as complete streets
- Integrate fare collection system, especially with PATH

- Document where improvements to other systems would be helpful (even if it is outside jurisdiction of study, i.e., improvements to PATH stations)
- Improve the system itself as well as the perception of the system (possible to have quieter, less polluting vehicles, for example)

Other Goals Noted (from note-taker):

- Balance physical and infrastructure constraints
- Consider impact to existing infrastructure, such as bus shelters, bus lanes, how articulated buses would affect traffic, etc. Need to understand impacts to infrastructure and any impacts in the right-of-way. Want to create a system that benefits everyone.
- Tightly define the corridor and its limits, don't overlap other systems and services
- Balance short and interim improvements, needed for fiscal and scalability reasons. But don't abandon goal of long-term "true" BRT option that could be achieved with phased implementation and could allow diversion from other modes.
- Examine use of low-floor buses (would be very beneficial in Jersey City), particularly including articulated buses
- Consider shelter needs, especially at transfer points
- Improve access for bikes and pedestrians; consider bike racks on buses



Bayonne/Greenville/Journal Square Bus Rapid Transit Study

Memorandum

To: Megan Massey, P.P., AICP

Date: June 21, 2012

From: Marlene B. Pissott, InGroup, Inc.
Joseph E. Barr, Parsons Brinckerhoff

Re: Meeting Title: Bayonne/Greenville/Journal Square BRT Study
Public Meetings Round 1

Meeting Dates: **Tuesday, June 12, 2012 from 6:30 – 8:30 p.m.**
Mary McLeod Bethune Life Center,
140 Martin Luther Jr. Drive, Jersey City, NJ 07305

Wednesday, June 13, 2012 from 6:30 – 8:30 p.m.
Bayonne City, City Hall, 630 Avenue C, Bayonne, NJ 07002

cc: Parsons Brinckerhoff Consultant Team

This memorandum summarizes the public meetings held in Jersey City and Bayonne for Bayonne/Greenville/Journal Square BRT Study. Representatives of the general public, stakeholders, study sponsors, and study teams attended the meeting. Following an open house (with board displays) and a presentation by Joseph Barr introducing study goals, features of BRT, and examples of BRT, there were interactive visioning discussions where attendees gathered into small groups to provide input about BRT along with their transportation patterns in the study area.

Deputy Mayor Kabili Tayari said a few words at the Jersey City presentation to thank those who attended and Third Ward Council Member Ray Greaves spoke briefly at the Bayonne presentation.

- **Presentation Outline**
 1. Study Overview
 - a. Introduction
 - b. Schedule
 - c. Consultant Team
 - d. Goals & Objectives
 2. What is BRT
 - a. Definition of BRT

- b. Features of BRT
- c. Examples of BRT
- 3. Group Discussions
 - a. Topics
 - b. Surveys
 - c. Ground Rules
- 4. Conclusion
- o **Jersey City Public Meeting Group Discussions**
- 5. **Jersey City Group (1) / Facilitated by Emma Chapman**
 - a. Mr. Holey, an educator
 - b. Ricardo, lives close to Greenville
 - c. Darnell, bus planner from MTA New York City Transit
 - d. Kenneth, takes cross town bus to Hudson Mall; Service to Met Life Stadium; Garfield Avenue Line
 - e. Norman, takes Garfield Avenue Line and cross town bus to Hudson Mall
 - f. Lorenzo, from the Urban League
 - g. Doug, from the Jersey City Office of the Mayor
 - i. **Where People Travel**
 - 1. Employment Destinations
 - a. Northern Jersey City to East Rutherford
 - b. Pine Street to Liberty State Park
 - c. 23rd Street Bayonne to Liberty State Park
 - 2. Major Destinations
 - a. Newport Mall
 - b. Hudson Mall (but more difficult to get to)
 - c. Metro Health Center in Garfield and Union
 - d. Walmart in Bayonne (Shopping Center)
 - e. Liberty State Park (Waterfront)
 - f. Paramus, Woodbridge, and East Rutherford
 - g. Harrison and Newark
 - h. WTC, Midtown, Downtown, Bronx, and Queens (NYC & points beyond)
 - ii. **BRT Features of Interest within Group Discussion**
 - 1. Convenience on Paying Fare
 - a. Pay on bus options should be made available
 - b. Purchase tickets at the grocery store
 - 2. One group participant recommended BRT service along the #19 bus route with fewer stops. The #19 route currently goes from South Bayonne to New York City. This recommendation was followed by a question as to whether a dedicated lane for BRT is feasible in Jersey City, as well as potential for fare and tax increases to pay for it.
 - 3. There was a general interest in how BRT kiosks work. For example: pay-as-you-go, unlimited, coins, honor system, metro

cards, credit cards, etc.

4. Identified need to educate public on how to use the system
5. Interest in bus frequency / scheduling due to lack of transit options in the community during off-peak hours
6. Group open to the idea of elevated platforms
 - a. Good for elderly
 - b. Prevents illegal bus lane parking
 - c. Potential for heated platforms during winter
7. Group open to fewer stops than current bus system
8. Concern for making BRT ADA accessible without sacrificing the schedule; many elderly (using canes and walkers) take the bus

iii. Future Vision

1. Future Areas of Growth
 - a. Bayfront
 - b. Berry Lane Park
 - c. PPG (Pittsburgh Paint and Glass)
 - d. Hudson Mall Area
 - e. Park between Duncan and Sip Street
 - f. Liberty National Golf Course and playing fields
2. Improve Community / Neighborhood
 - a. Jobs / employment
 - b. Expansion of PATH
 - c. Improved transportation to different areas (Cross town bus)
 - d. Lower crime
 - e. Transit options during off-peak hours
 - f. Buses to church on weekends
3. Other Comments
 - a. Incentives for entertainment venues to subsidize transit
 - b. Bus service to Meadowlands
 - c. No traffic priority lights on main roadways (backs up traffic)
 - d. If a private bus system gets eliminated, priority should be given to employees for other jobs
 - e. Visiting Homemaker Service of Hudson County 201-656-6001; call to get their thoughts about BRT

6. Jersey City Group (2) / Facilitated by Jennifer Grenier

- a. Diana, lives in Greenville
- b. Jean of Jersey City, travels to Newark and Hackensack
- c. Florence, lives in Greenville
- d. Cheryl, Bergen Hills Section
- e. Francesca, Mariette Section
- f. Willow, Heights Section
- g. Matt, Bergen Hills Section

i. Where People Travel

1. Problems Experienced While Traveling

- a. #6 Bus
- b. #87 Bus – especially weekend and off-peak service
- c. Garfield Avenue
- d. Connections to Newark and GoBus
- e. #81 Bus
- f. Gates Avenue
- g. Ocean Avenue, #60 Bus
- h. Bergen Avenue

2. Other Comments

- a. Lack of knowledge relating to bus etiquette (rude passengers and drivers in Jersey City)
- b. Buses do not run consistently; poor scheduling
- c. Need more buses in inclement weather

ii. BRT Features of Interest within Group Discussion

1. Off-board fare collection

- a. Dislike the idea of paying first; requested there be an attendant or instruction as many elderly people take the bus
- b. Purchase tickets at the grocery store

2. Bus lanes

- a. Jitneys interfere with bus service and take away ridership; they also impede traffic
- b. Bus lanes would be great in Journal Square; but concerned there is too much traffic already
- c. Bus lanes should be considered during peak hours (similar to HOV lanes)
- d. Only wide streets can accommodate bus lanes; Kennedy Boulevard may work. Route 440 is wide enough. Bergen and Ocean Avenues are not perceived as wide enough.
- e. Bus lanes would adversely affect parking

3. Signal Priority

- a. Passengers are concerned that buses run on time

4. Other Comments

- a. Using PATH is confusing—even with an attendant
- b. Buses do not need luggage racks and reading lights (a proposed BRT Feature) on Jackson Avenue
- c. Lean back seats are perceived as an affluent feature found in wealthy neighborhoods
- d. Community would benefit from enhanced stations with BRT features
- e. Some bus departures and arrivals are getting stuck in Journal Square
- f. Buses don't leave Gates Avenue Station on schedule
- g. Bus operators should be able to communicate with

each other better, i.e. when running late for a connection

- h. Bus route #6 is a one zone bus and is rarely on time; three zone buses are usually better (in terms of being on schedule)
- i. Improved coordination is needed for transportation schedules and connections to the Journal Square bus station
- j. Improved bus availability/service is a priority over special features
- k. Real-time intercom announcements about bus schedules can be annoying in a public place
- l. Real-time information is important; bus operators should adhere to schedules
- m. Connections are #83 to Hackensack/New York; #6 to #87 to a connection in Journal Square

5. Elevated platforms

- a. Handicap and elderly take too long to board the bus
- b. Concerned low-floor busing is not allowed in NJ
- c. Potential for heated platforms during winter

iii. Future Vision

1. Future Areas of Growth

- a. Arlington Park (Grand/Arlington)
- b. Curb cuts for buses; marked bus stops
- c. Return of bus service to Liberty State Park
- d. Bus service to the Mill Creek Mall (so young people can get to jobs)

2. Other Comments

- a. Fear that improvements will not happen
- b. Would like better service to their library, church and Community Center
- c. Light Rail is far in proximity to Garfield Avenue; safety concerns expressed (especially at night)
- d. The ability to make better transit connections
- e. Express bus services previously existed on Ocean Avenue
- f. Councilwoman Viola inquired whether the feasibility study was considering more than one BRT route.

o Bayonne Public Meeting Group Discussions

7. Bayonne Group (1) / Facilitated by Joseph Barr

- a. Suzanne from Bayonne
- b. Bill from Bayonne
- c. Steve from Downtown Jersey City

i. Where People Travel

1. Suzanne works in Bayonne and travels to midtown Manhattan (23rd – 34th Streets); she sometimes takes car service to Port Authority (PA) and is looking for a more direct approach to PA – especially during off-peak hours.
 2. Bill drives to work in Jersey City. Enforcement of bus regulations is an issue. For example: Jitney buses go around buses and are not pulling up to the curb.
 3. Steve lives and works downtown Jersey City and uses the Light Rail. Destinations include Journal Square and Secaucus. He noted if it were easier to utilize bus service on Kennedy Boulevard, he would consider.
 4. Major Destinations
 - a. Entertainment in New York City
 - b. Hoboken
 - c. Access to Liberty State Park is difficult; State employees that work nearby as well as park visitors have a hard time getting to Liberty State Park
 - d. Secaucus outlets
 5. Other Comments
 - a. Gas prices are increasing, bus options if available would be considered
 - b. Transit system in the County is lacking, with limited direct routes, and without connections and buses that cater to an aging population.
 - c. Transit information is a problem and often bus stop locations are isolated. NJ TRANSIT has limited information available about their services.
- ii. **BRT Features of Interest within Group Discussion**
1. Fare Collection
 - a. MetroCard is great because you do not need to worry about change
 - b. Easy to use and understand with good instructions
 2. Level Boarding is good
 3. Branding
 - a. A high tech shelter that looks great makes it an enhanced experience
 - b. Creates convenience
 - c. People have a positive feeling about Light Rail branding
 4. Service Planning
 - a. More clarity regarding transit services
 - b. Consider limiting bus stops for faster (more timely) service
 - c. Faster service to New York City desired
 - d. Jitney's are faster and cheaper with routes that are unreliable
 - e. Signal priority is key

5. Real Time Information

- a. Smartphone alerts are good
- b. Bus time information displays are preferred over smartphone alerts due to security and safety concerns with cell phones and ipads

iii. Future Vision

1. Future Areas of Growth

- a. There are many colleges and schools within the study area, but they are difficult to get to
- b. People live in the area because of the convenience compared to the suburbs
- c. Planning is not an overall vision (referring to the teardrop at the end of the peninsula)
- d. Interested in more development with multi-modal access
- e. Interested in promoting growth of local commercial areas to improve economy

8. Bayonne Group (2) / Facilitated by Emma Chapman

- a. Elizabeth, lives at 20th Street and works in Journal Square
- b. Ray, lives on 4th Street and commutes into New York
- c. Damian, lives on 26th and Broadway and goes to New York and other destinations in New Jersey
- d. Joe Ryan, E. 34th and travels to Manhattan
- e. Angel, West 49th and Avenue C, travels to New York and other destinations in New Jersey
- f. John

i. Where People Travel

1. Route Samples

- a. Elizabeth walks to bus (transfers twice as there is no direct ride to work)
- b. Ray drives to the Ferry from Hoboken to travel to New York City
- c. Damian utilizes multiple methods of transportation to New York City, including PATH and jitney to New York City (when bus route #119 is not on time). Preference for choosing car over other transportation modes as it is most reliable
- d. John drives as the bus on the Boulevard is known to be unreliable. He also travels into New York City and midtown

2. Major Destinations

- a. Elizabeth takes the Light Rail to the movies or takes taxi for shopping (25th and Avenue C).
- b. Ray drives to Bayonne Mall, stores along Route 440, Jersey Gardens, Staten Island and New York City

- c. Damian takes bus to Journal Square to visit his mother in the Jersey City Heights Section (he walks 10-15 blocks to utilize the bus service)
- d. Joe takes Hudson-Bergen Light Rail to various points in New York, Hoboken and Downtown Jersey City. He also frequents the Newport Mall in Jersey City.
- e. John takes Light Rail service or transfers in Hoboken. He noted that driving is the only choice for travel to Newark and Essex County (including Red Bull Stadium, New Jersey PAC, etc). He also goes to Jersey City, Newport Mall, stores along Route 440 and other shopping on the Westside.

ii. **BRT Features of Interest within Group Discussion**

- 1. Paying Fare
 - a. Safety concerns for curbside fare collection
- 2. Other Comments
 - a. Mass transit needs to be convenient. Back in the 1970s, there were bus stops every three blocks compared to the 5 to 10 blocks of today
 - b. Bring back the Bayonne Express which traveled the Boulevard, with direct access to Journal Square.
 - c. Future bus service should also consider colleges and St. Dominick's
 - d. There are plans to expand St Peter's College and improve Route 440
 - e. Past bus service provided access from uptown Bayonne to the WTC with a bus route through Staten Island and the NJ Turnpike to avoid congestion on local streets.
 - f. Bus service should have a goal to localize service by making bus stops available every 5 to 6 blocks
 - g. Consider looking at the Ferry as an alternative mode of transportation
 - h. Concern that monthly bus ticket fare will not be cross-honored on BRT.
 - i. Move people faster.

iii. **Future Vision**

- 1. Future Areas of Growth
 - a. Greenville section of Jersey City
 - b. Westside of Jersey City, Waterfront Area and Route 440 Expansion
 - c. Bayfront Development

9. **Non-Discussion Questions and Comments (From Bayonne Presentation Conclusion)**

- a. Would there be more bus stops on the route?
- b. Comment that BRT is not a unique concept; it is similar to the Bayonne Express in terms of connectivity and time savings

- c. Will bus service go through the Lincoln Tunnel? There is a need for all day service – especially during off-peak hours in and out of Manhattan

Bayonne/Greenville/Journal Square Bus Rapid Transit Study Study Goals and Objectives



Assess the need and opportunities and impacts for Bus Rapid Transit (BRT), including existing gaps in bus services for residents and workers in the study area.

- Match mobility needs and proposed transit improvements
- Evaluate impacts (positive and negative) of BRT options to existing local bus services in Greenville
- Contrast benefits and costs in a quantitative manner
- Balance short-term and longer-term improvements, and consider phasing of improvements
- Document supporting improvements and future steps
- Identify where interjurisdictional agreements are needed for right-of-way use and maintenance



Explore current and planned transit linkages.

- Address relationship to Hudson-Bergen Light Rail, including Route 440 extension
- Address relationship to existing bus routes
- Address relationships to jitney services
- Address relationship to PATH services



Address the full range of BRT infrastructure needs.



Have a robust, two-way public process.



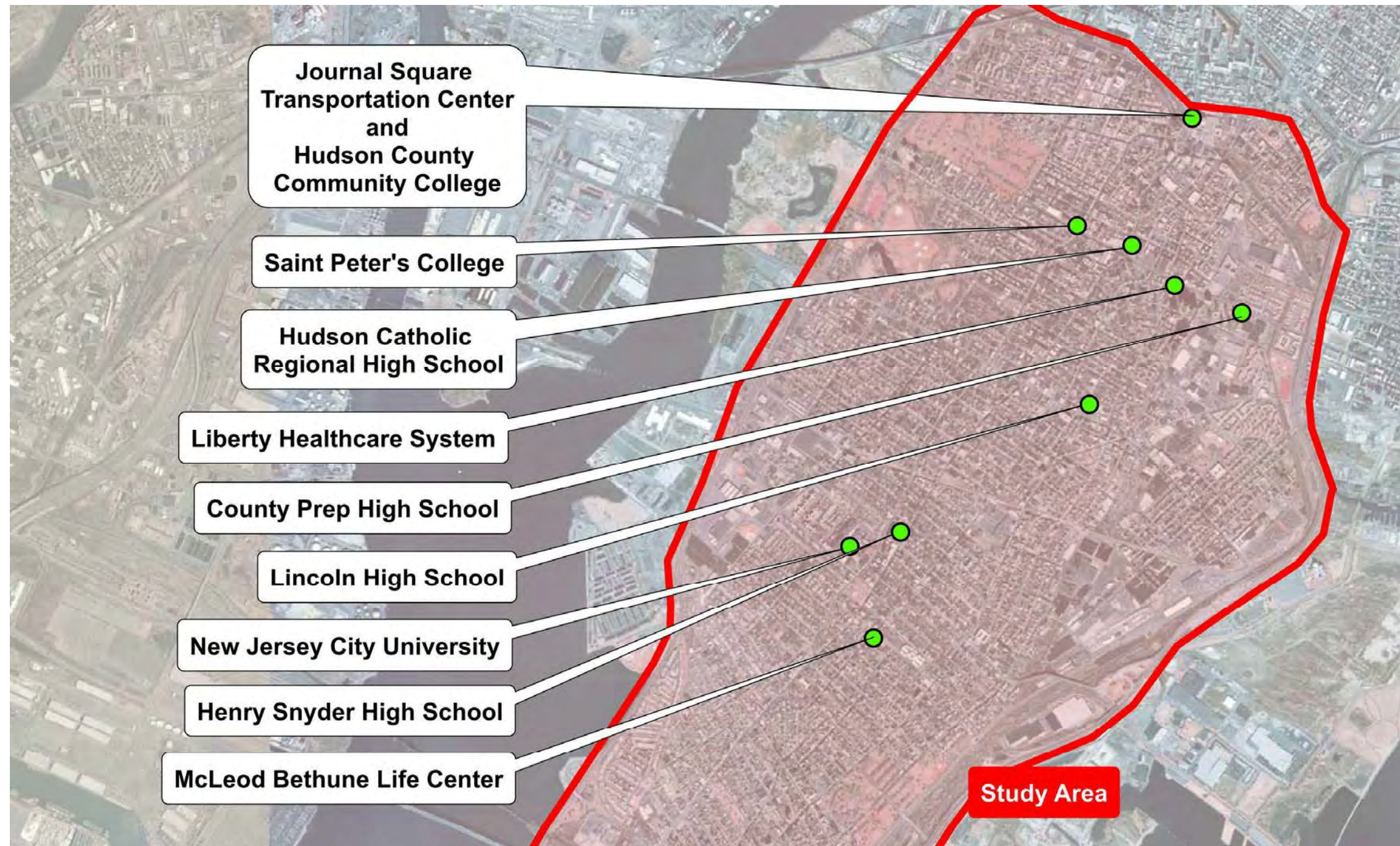
Coordinate with other ongoing studies and be consistent with and/or supportive of existing local land use and transportation plans.



Study Area



Study Area – North



Study Area – South



Operating BRT Systems

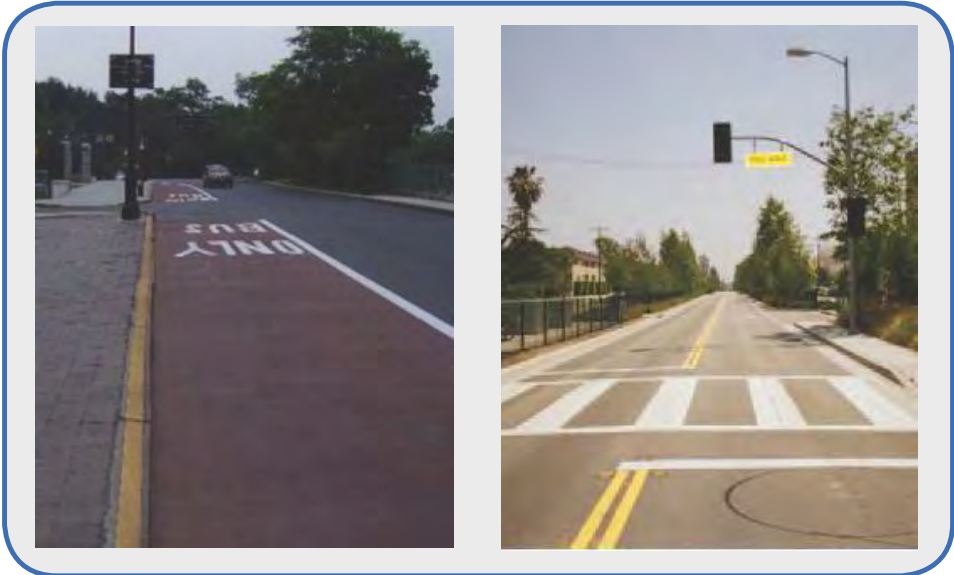
System	Location	Picture	Bus Lanes	Signal Priority	Enhanced Stations	Level Boarding	Improved Fare Collection	Branding	Enhanced Service Plan
GoBus	Greater Newark Area								
Select Bus Service	New York City								
HealthLine	Cleveland								
EmX	Eugene / Springfield								
Silver Line	Boston								
Metro Rapid	Los Angeles								
Orange Line	Los Angeles								
RAPID	Reno								



Features of Bus Rapid Transit



Improved fare collection reduces boarding delays by allowing customers to pay before getting on the bus and/or board through multiple doors.



Bus lanes and other priority treatment gives buses the opportunity to move past choke points and traffic congestion without delays.



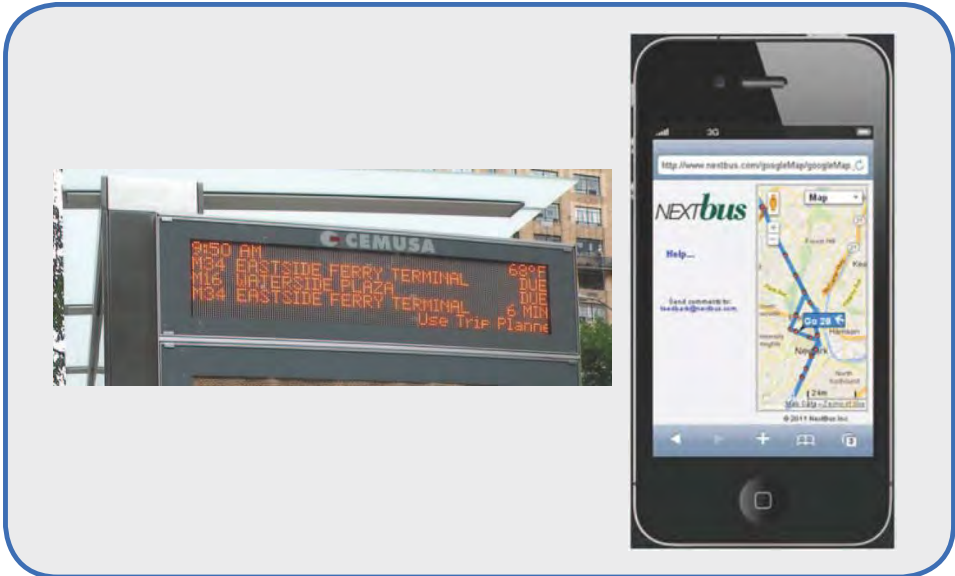
Signal priority allows for faster and more reliable travel times by giving buses extra time to move through green lights.



Enhanced service plans considers operating express or limited-stop services, and overall route simplification, while **branding** and **improved vehicles** creates a distinct identity for BRT.

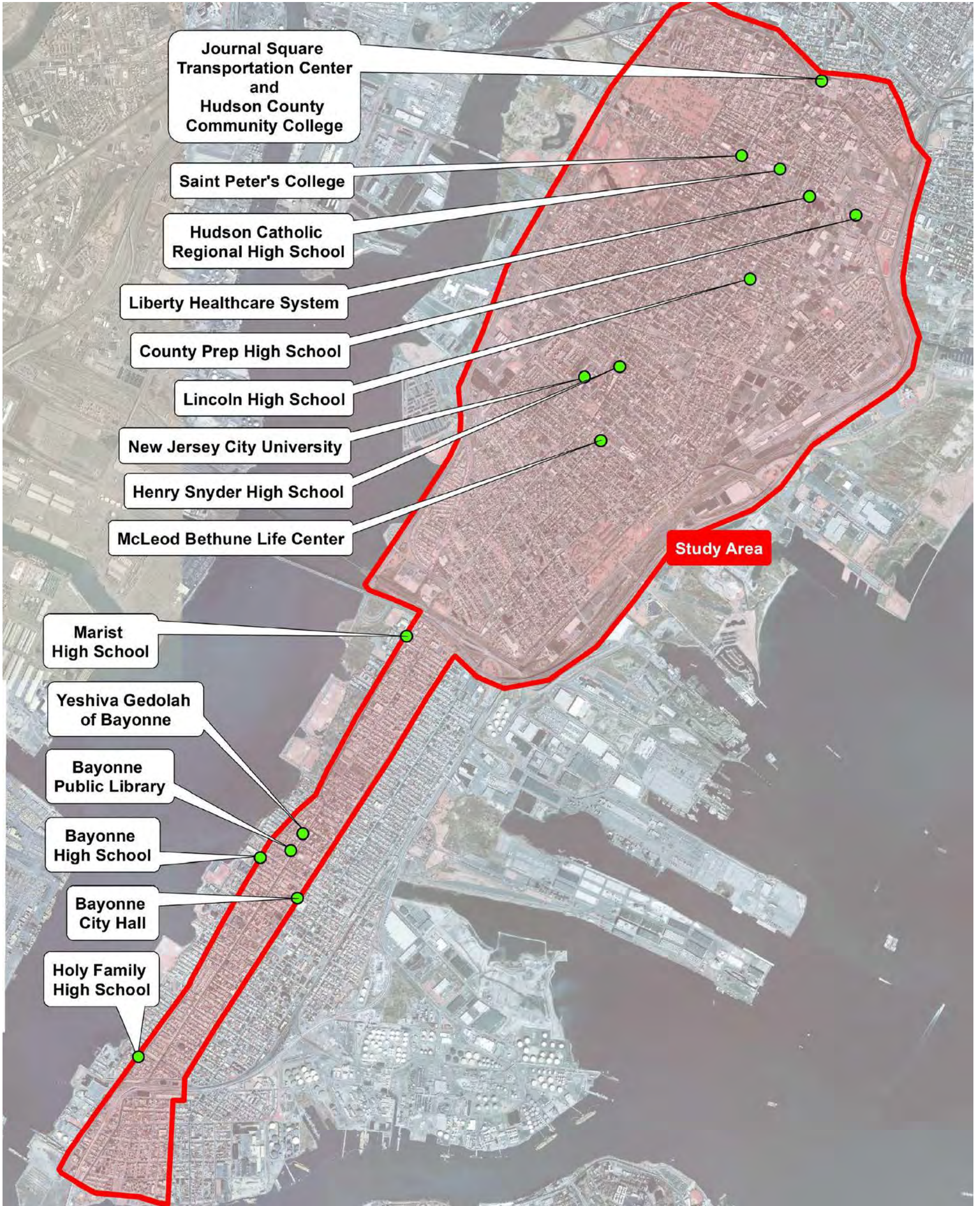


Enhanced stations are designed for passenger comfort and full accessibility, possibly including **level boarding** of the bus.



Real-time information provides customers with updated bus arrival and delay information.





Travel Destinations In The Region

NORTHERN DESTINATIONS

Secaucus North Bergen
Union City Bergen County
Hoboken

WESTERN DESTINATIONS

Bergen County
Essex County
East Newark
Newark
Kearny
Harrison

EASTERN DESTINATIONS

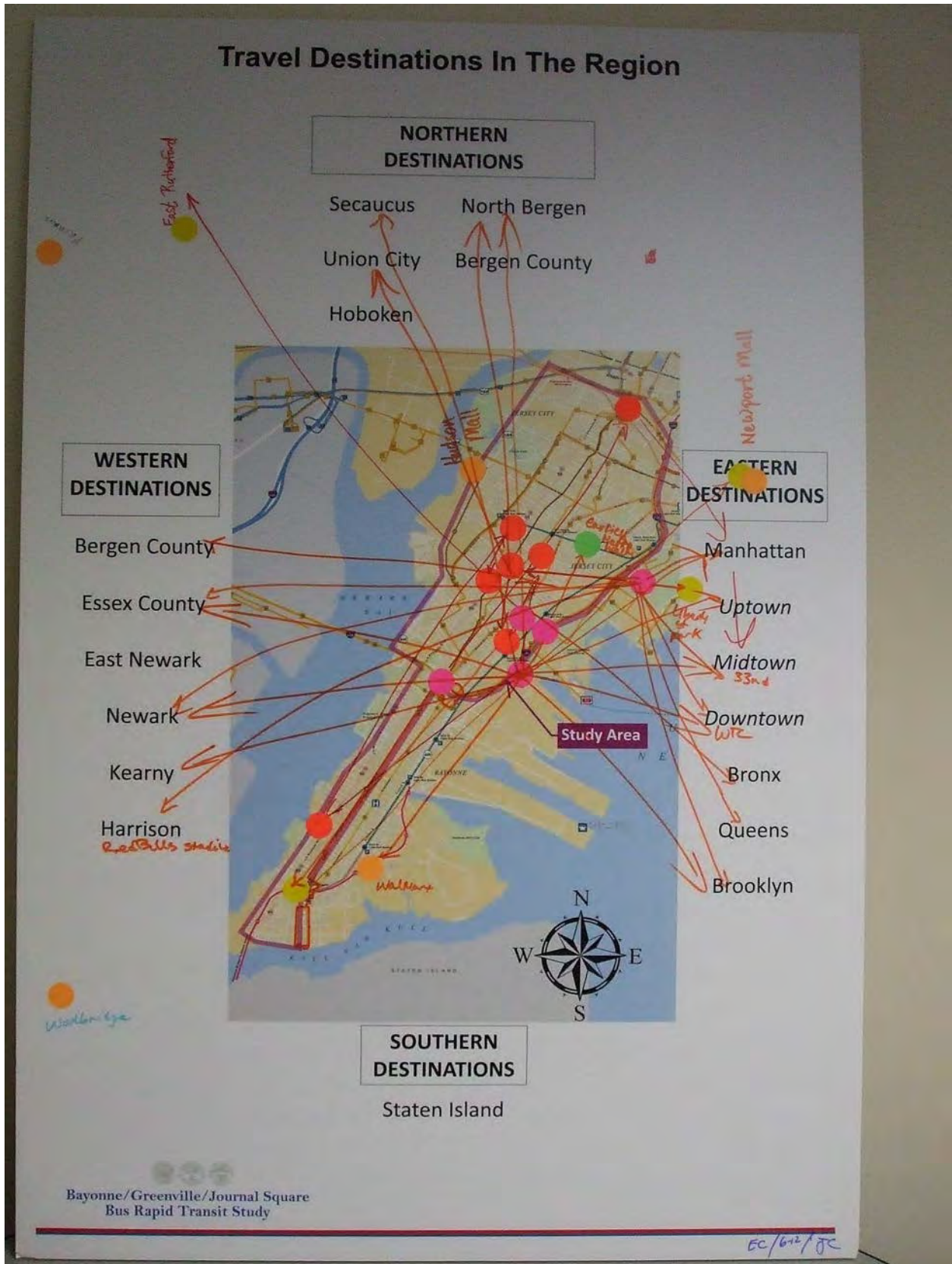
Manhattan
Uptown
Midtown
Downtown
Bronx
Queens
Brooklyn



SOUTHERN DESTINATIONS

Staten Island





Travel Destinations In The Region

NORTHERN DESTINATIONS

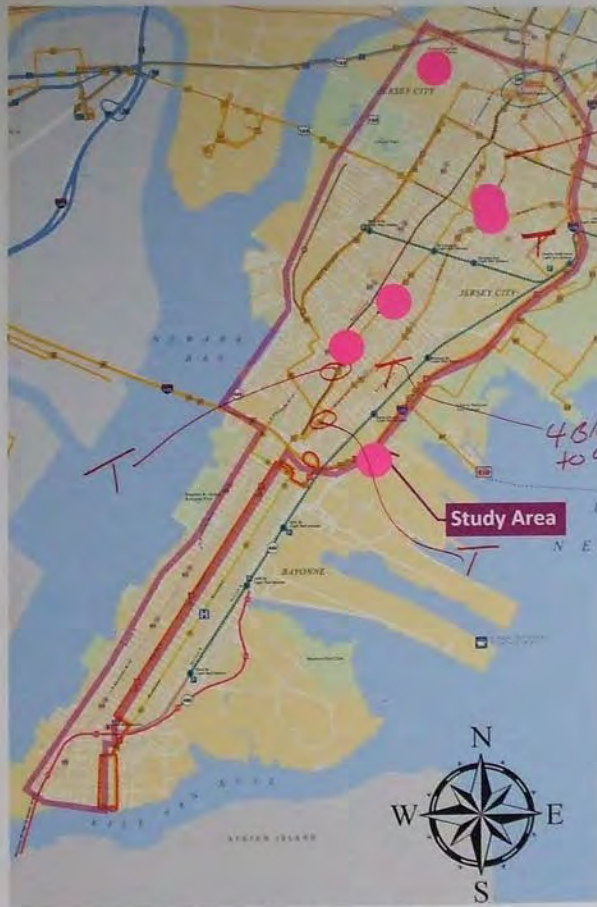
Secaucus North Bergen
Union City Bergen County
Hoboken

WESTERN DESTINATIONS

Bergen County
Essex County
East Newark
Newark
Kearny
Harrison

EASTERN DESTINATIONS

Manhattan
Uptown
Midtown
Downtown
Bronx
Queens
Brooklyn



SOUTHERN DESTINATIONS

Staten Island

T - Connections to Newark missing - connections / part time connections - Bergen Ave Rt. issues.



Travel Destinations In The Region

NORTHERN DESTINATIONS

- Secaucus
- North Bergen
- Union City
- Bergen County
- Hoboken

*Secaucus
Duhlofs*

*down to
to J59*

WESTERN DESTINATIONS

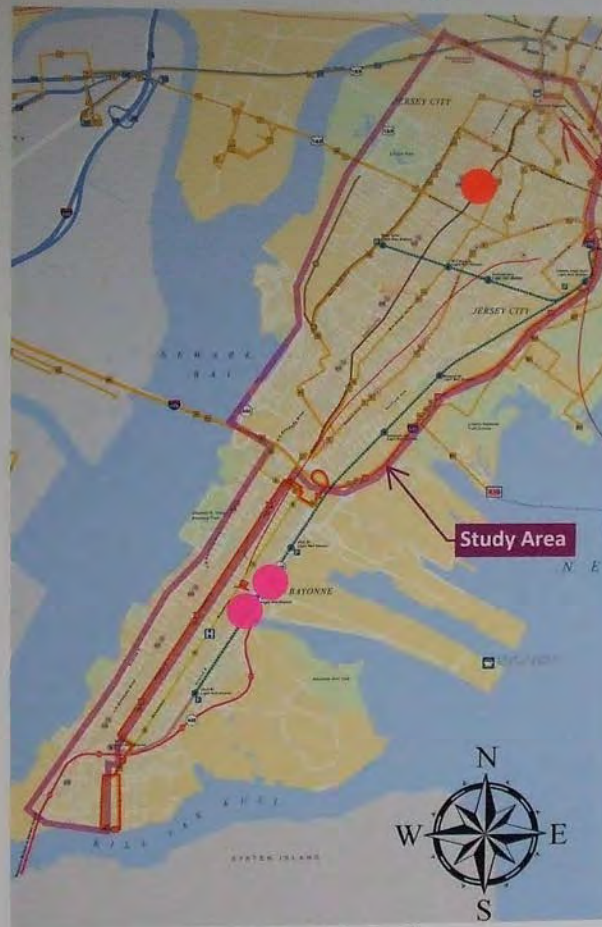
- Bergen County
- Essex County
- East Newark
- Newark
- Kearny
- Harrison

EASTERN DESTINATIONS

- Manhattan
- Uptown
- Midtown
- Downtown
- Bronx
- Queens
- Brooklyn

*getting to
Crosby State
Park*


*40 up
20-27*



SOUTHERN DESTINATIONS


- Staten Island


Box 6/13



**Bayonne/Greenville/Journal Square
Bus Rapid Transit Study**

Public Meeting / Visioning Session
June 2012





**Bayonne/Greenville/Journal Square
Bus Rapid Transit Study**

Introductions

Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

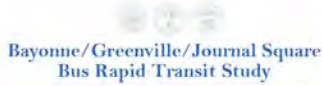
Agenda

- Study Overview**
 - Introductions
 - Schedule
 - Consultant Team
 - Goals and Objectives
- What is BRT?**
 - Definition of BRT
 - Features of BRT
 - Examples of BRT Systems
- Group Discussions**
 - Topics
 - Survey
 - Ground Rules

Bayonne/Greenville/Journal Square
Bus Rapid Transit Study




Study Schedule


- Task 1 - Project Management**
- Task 2 - Public Outreach**
- Task 3 - Data Collection**
- Task 4 - Needs & Opportunities**
 - 4.1: Goals & Objectives Setting
 - 4.2: Needs & Opportunities Assessment
 - 4.3: Corridor Screening
- Task 5 - Model Development & Screening of Concepts**
 - 5.1: Evaluation Methodology Development
 - 5.2: Evaluation of Concepts
 - 5.3: Recommended Package
- Task 6 - Draft Recommendations**
- Task 7/8 - Draft / Final Report**



Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Consultant Team

	<ul style="list-style-type: none"> Project management Transportation planning Concept design / alternatives evaluation Cost estimation
	<ul style="list-style-type: none"> Transit planning Ridership estimates
	<ul style="list-style-type: none"> Traffic engineering Land use review
	<ul style="list-style-type: none"> Public outreach Stakeholder coordination Website/interactive media



Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Study Goals

Assess the need and opportunities and impacts for Bus Rapid Transit (BRT), including existing gaps in bus services for residents and workers in the study area

- Match mobility needs and proposed transit improvements
- Evaluate impacts (positive and negative) of BRT options to existing local bus services in Greenville
- Contrast benefits and costs in a quantitative manner
- Balance short-term and longer-term improvements, and consider phasing of improvements
- Document supporting improvements and future steps
- Identify where interjurisdictional agreements are need for right-of-way use and maintenance

Explore current and planned transit linkages

- Address relationship to Hudson-Bergen Light Rail, including Route 440 extension
- Address relationship to existing bus routes
- Address relationships to jitney services
- Address relationship to PATH services

Address the full range of BRT infrastructure needs

Have a robust, two-way public process

Coordinate with other ongoing studies and be consistent with and/or supportive existing local land use and transportation plans

What is Bus Rapid Transit?

Definition of BRT

- Flexible, integrated, high performance system with a quality image and a strong brand identity
- Essential Elements:
 - Speed
 - Reliability
 - Attractiveness/Customer Convenience
- Package of improvements must be robust enough to create a meaningful improvement in travel experience

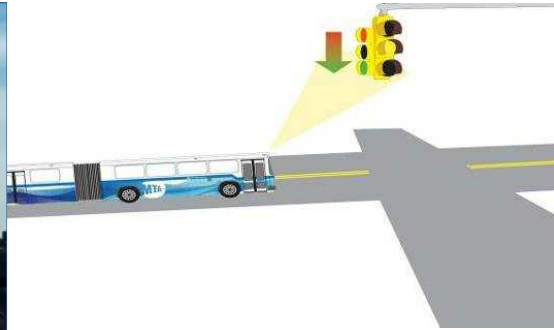
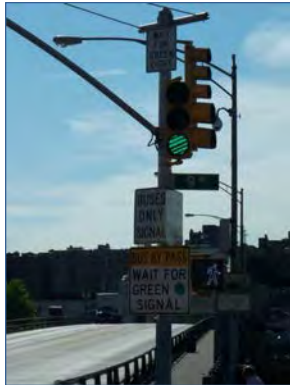
Features of BRT

- Bus Lanes
- Signal Priority
- Enhanced Stations
- Level Boarding
- Improved Fare Collection
- Branding
- Enhanced Service Plan
- Improved Vehicles
- Real-Time Information

Bus Lanes/Running Ways



Signal Priority

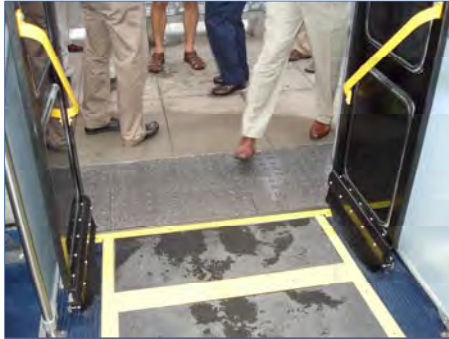


Enhanced Stations



Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Level Boarding



Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

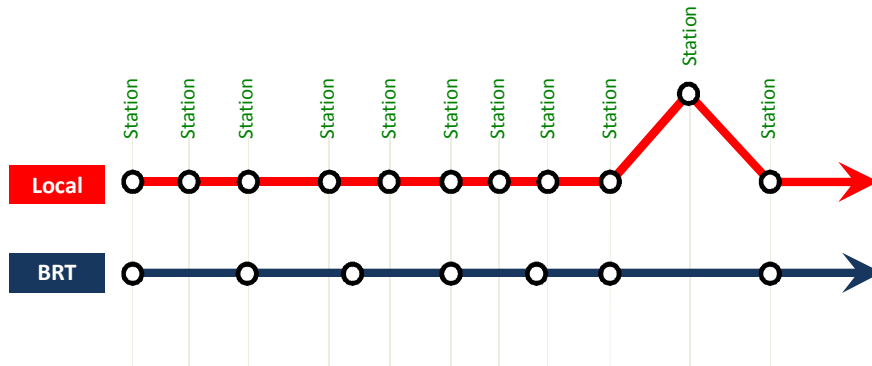
Improved Fare Collection



Branding



Enhanced Service Plan



Improved Vehicles



Real-Time Information



New Jersey GoBus



- Signal Priority
- Enhanced Stations
- Branding
- Enhanced Service Plan
- Improved Vehicles
- Real-Time Information

New York City Select Bus Service



- Bus Lanes
- Signal Priority
- Enhanced Stations
- Improved Fare Collection
- Branding
- Enhanced Service Plan
- Improved Vehicles
- Real-Time Information

Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Cleveland HealthLine



- Bus Lanes
- Enhanced Stations
- Level Boarding
- Improved Fare Collection
- Branding
- Enhanced Service Plan
- Improved Vehicles
- Real-Time Information

Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Eugene/Springfield EmX



- Bus Lanes
- Signal Priority
- Enhanced Stations
- Level Boarding
- Improved Fare Collection
- Branding
- Enhanced Service Plan
- Improved Vehicles
- Real-Time Information

Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Los Angeles Metro Rapid



- Signal Priority
- Enhanced Stations
- Branding
- Enhanced Service Plan
- Improved Vehicles
- Real-Time Information

Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Reno RAPID



- Enhanced Stations
- Level Boarding
- Improved Fare Collection
- Branding
- Enhanced Service Plan
- Improved Vehicles
- Real-Time Information

Rapid Transit Replacement

Boston Silver Line



- Bus Lanes
- Signal Priority
- Enhanced Stations
- Improved Fare Collection
- Branding
- Enhanced Service Plan
- Improved Vehicles
- Real-Time Information

Los Angeles Orange Line



- Bus Lanes
- Enhanced Stations
- Improved Fare Collection
- Branding
- Enhanced Service Plan
- Improved Vehicles
- Real-Time Information

Group Discussions

Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Discussion Topics

- Travel Patterns**
 - Study area maps
 - Tell us where you travel to and from
 - Tell us about problems using transit
- BRT Compatibility**
 - BRT features
 - Tell us how they might fit in your neighborhood
- Future Vision**
 - Aerials of study area
 - Think beyond BRT and transportation to the future of your community

Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Break Into Groups

Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Report Back

Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Next Steps

- Analyze BRT opportunities
- Select candidate BRT corridor
- Identify potential BRT improvements
- Analyze benefits and impacts
- Final study recommendations



Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Thank You!!

www.bayonnejerseycitybrt.com
feedback@bayonnejerseycitybrt.com



Bayonne/Greenville/Journal Square Bus Rapid Transit Study

TECHNICAL ADVISORY COMMITTEE

December 13, 2012 - 1:00 PM - 3:00 PM

AGENDA

Location

Jersey City City Hall –Council Caucus Room at 280 Grove St, Jersey City, NJ 07302

Please be sure to sign-in at the registration desk.

-
- Registration
-
- Introductions
 - Study Status:
 - Study Team
 - Key Steps
 - Progress
 - Review of Tech Memos
 - Tech Memo #1 – Goals and Objectives
 - Tech Memo #2 – Public Outreach and Website
 - Tech Memo #3 (to come) – Existing Conditions Data Collection
 - Next Steps:
 - Technical
 - Outreach
 - Future TAC Meetings
-
- Follow-up
 - a. Submit general feedback/comments to:
e-mail: [feedback@ bayonnejerseycitybrt.com](mailto:feedback@bayonnejerseycitybrt.com) or fax: (201) 612.1232
-



Bayonne/Greenville/Journal Square Bus Rapid Transit Study

Memorandum

To: Megan Massey, PP, AICP

Date: December 18, 2012

From: Joseph E. Barr, Parsons Brinckerhoff
Marlene B. Pissott, InGroup, Inc.

Re: Meeting Title: Bayonne/Greenville/Journal Square BRT Study
TAC Meeting #2

Meeting Dates: **Thursday, December 13, 2012 from 1:00 – 3:00 p.m.**
Jersey City City Hall – Council Caucus Room
280 Grove Street
Jersey City, NJ 07302

cc: Parsons Brinckerhoff Consultant Team

The Bayonne/Greenville/Journal Square (BGJS) Bus Rapid Transit (BRT) Study is focused on improving transit access to Journal Square for the residents of Bayonne and southern Jersey City. The analysis aims to increase access to employment centers, educational institutions, and the PATH Journal Square Transportation Center, as well as support quality of life through improved access to shopping, community centers and travel between neighborhoods.

The study is reviewing existing conditions and the need for BRT services between Bayonne, Greenville, and Journal Square, including:

- Evaluation of origins and destinations,
- Identification and analysis of alternate routes within Jersey City and Bayonne,
- Development and refinement of alternatives, with an emphasis on improvements to bus service.

The study effort is divided into eight tasks:

- Task 1: Project Management
- Task 2: Public Outreach
- Task 3: Data Collection and Analysis
- Task 4: Needs and Opportunities Assessment
- Task 5: Model Development and Screening of Concepts
- Task 6: Draft Recommendations
- Task 7: Draft Final Report
- Task 8: Final Report

The second meeting for the Bayonne/Greenville/Journal Square BRT study was held on December 13th from 1:00 pm to 3:00 pm at the Jersey City City Hall Council Caucus Room located at 280 Grove Street in Jersey City. The preliminary agenda included a review of Technical Memorandums #1 and #2, discussion of data collection, and analysis of potential BRT opportunities.

This memorandum summarizes this second TAC meeting. The registration sign in from the meeting is attached and has been archived as part of the meeting record.

Joseph Barr, Project Manager from Parsons Brinckerhoff began the session. He stated that this project is now at the BRT opportunities assessment and corridor screening phase. The prior phase of the project included data gathering.

Joe introduced the BRT Study team members, the duration of the study, and detailed the functions of each participating firm on the consultant team.

- **Parsons Brinckerhoff:** Project management, transportation planning, concept design/alternatives evaluation, and cost estimation
- **TranSystems:** Transit planning and ridership estimates
- **T&M Associates:** Traffic engineering and land use review
- **InGroup:** Public outreach, stakeholder communication, and website/interactive media

Joe went on to remind the group of the role of the Technical Advisory Committee (TAC) and the expected number of meetings to be held. Time was taken to allow each person in attendance to introduce themselves, their title/job function, and interest in this study.

After the completion of introductions and initial question and answer, the majority of the TAC meeting was centered on a PowerPoint presentation that followed the outline detailed below (with some deviation based on questions and comments from the audience) and participants were encouraged to offer their comments and suggestions throughout the presentation:

1. Agenda
 - a. Study status
 - b. Review of tech memos
 - c. Next steps
2. Consultant Team

- a. Problem Statement
- b. Related Studies
3. Key Study Steps
 - a. Corridor identification and characterization
 - b. BRT opportunities assessment and corridor screening
 - c. Analysis and evaluation of selected corridor
 - d. Recommended package of improvements
4. Study Goals
 - a. Assess the need and opportunities for Bus Rapid Transit
 - b. Explore Transit linkages
 - c. Address the full range of infrastructure needs
 - d. Have a robust, two way public process
 - e. Connect with other ongoing studies
5. Public Outreach First Round
 - a. Goals
 - b. Where people travel
 - c. How people travel
 - d. BRT features of interest
 - e. Future vision
6. Q&A/Discussion – TM 1/2
7. Corridors of Interest
 - a. Avenue C
 - b. JFK Boulevard
 - c. West Side Avenue
 - d. Bergen Avenue
 - e. Martin Luther King Drive
 - f. Ocean Avenue
8. Summary of Technical Data
 - a. Traffic data
 - b. Transit data
 - c. Zoning & land use
9. Discussion
10. Next Steps
 - a. Technical analysis
 - b. Outreach

A copy of the TAC presentation is included in the appendix to this memo.

There was a review of Technical Memo # 1 and there were no questions about this memo. There was a review of Technical Memo # 2 and a discussion of the public meetings held in June of 2012. This drew comments and ensuing discussion.

Comments/suggestions/feedback from those in attendance:

Douglas Greenfield: Jersey City expressed dissatisfaction with the level of public involvement, particularly the level of attendance at the prior public information meetings. Jersey City was surprised and concerned that there was no initial discussion of routes

with the public early on. Need to have discussion with more stakeholders and that has yet to happen. He asked if there was a detailed schedule of the meetings with the TAC, the public, and stakeholder organizations.

Steve Brown: Asked Joe if he was satisfied with the Public Meetings? Also asked if transit data has been looked at as part of the analysis is estimating ridership. Joe responded that it would have been better to have more people, but the feedback received was still very valuable.

Jeremy Colangelo-Bryan: Noted that some project document referred to HBLR ridership numbers as 21000, but the numbers should be closer 45,000. This number needs to be double-checked and Jeremy said he would try to find the most recent number.

Suzanne Mack: Commented that June is a difficult time to do meetings and that March is generally a better month. She agreed that public attendance was poor for both meetings and feels that the problem is a timing issue – have to get down to alternatives before people will really engage. Every time a study is done there is new information. She talked about the jitney study and the need to develop bus generated studies. She sees this study as leading to bigger things.

Megan Massey: Noted that at the first public meetings origins and destinations were discussed with the public.

Lee Klein: Asked if there are ways to see how much ridership has increased and if we can tell if a particular feature helped to increase ridership. Some of the improvements are big impact items and require a leap of faith to increase ridership. Is there a way we can do some changes (BRT Lite?) to see if they will have a positive impact on ridership? Joe mentioned that there are studies that analyze the impact of different BRT elements, including the *Characteristics of Bus Rapid Transit for Decision-Making*, which is available online at <http://www.nbrti.org/CBRT.html>.

John Lane: Note that implementing some of the features may lock you into certain things going forward.

Elizabeth Thompson: Asked if anyone has done the online surveys. Others suggested that we need to promote the survey as widely as possible.

Lee Klein: Commented about fare collection and also suggested that next round of public meetings should possibly be moved to an earlier date so they occur when corridor decision making is taking place.

Overall dissatisfaction with the data gathered to date was brought up during the session, especially a lack of Origin and Destination (O-D) data. If O-D data was available, it could help in assessing routes and corridors.


After the discussion ended, Joe noted that Technical Memo #3 will be electronically

distributed as soon as it is ready, hopefully next week. This memo will address the data collected to date and characterize study areas and identify corridors of interest. It will also contain a new schedule.


Action Items:

- TAC to provide any additional comments on Technical Memos #'s 1 and 2 by Wednesday December 19th TAC This can then be finalized and considered as a Project Deliverable.
- Distribute new schedule, after it has been approved by Hudson County and NJTPA.
- Develop a plan for additional publicity for the study, with the goals of increasing awareness of the study and the online survey for Jersey City and Bayonne residents and transit customers.

Bayonne/Greenville/Journal Square
Bus Rapid Transit Study




Technical Advisory Committee
Meeting #2
December 13, 2012



Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Introductions



Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Agenda

Study Status


- Study team
- Key steps
- Progress

Review of Tech Memos

- Tech Memo #1 – Goals and Objectives
- Tech Memo #2 – Public Outreach and Website
- Tech Memo #3 – Existing Conditions Data Collection (coming soon)


Next Steps

- Technical
- Outreach
- Future TAC meetings




Bayonne/Greenville/Journal Square
Bus Rapid Transit Study


Consultant Team




- Project management
- Transportation planning
- Concept design / alternatives evaluation
- Cost estimation



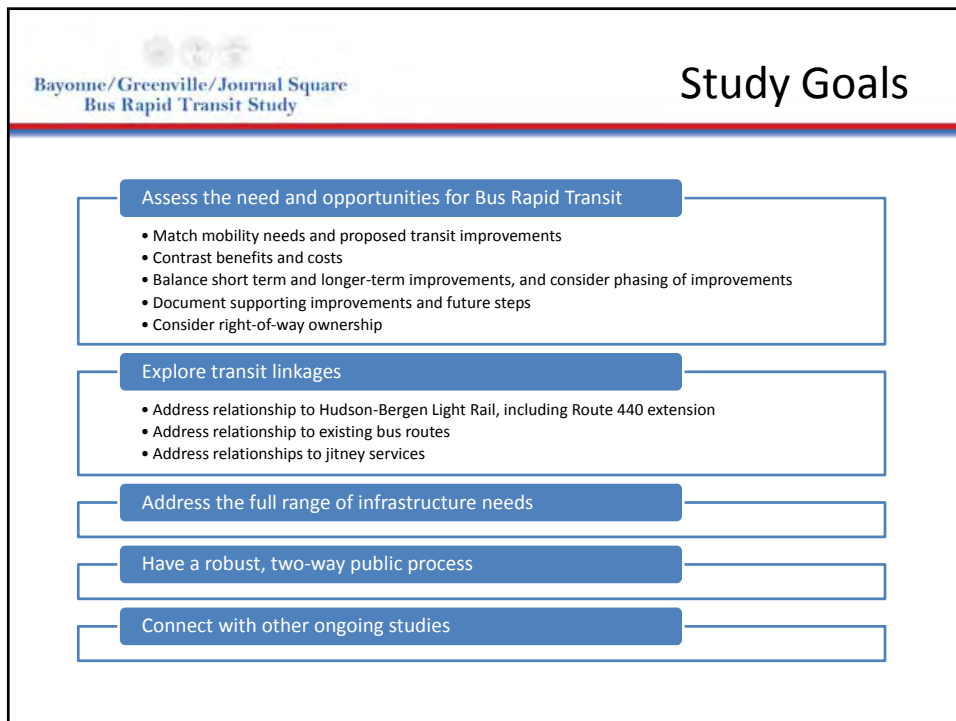
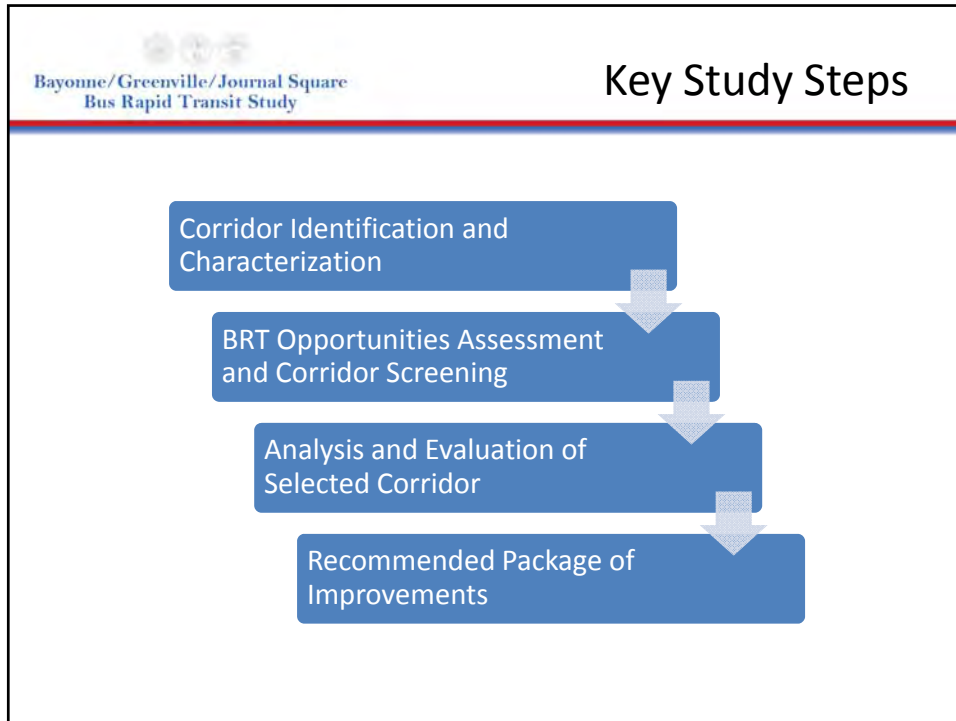
- Transit planning
- Ridership estimates



- Traffic engineering
- Land use review



- Public outreach
- Stakeholder coordination
- Website/interactive media



Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Public Outreach First Round

- Goals**
 - Introduce the public to the study and to BRT
 - Gather information on travel patterns
 - Learn about the public's view on various BRT features and applicability
 - Learn about the public's vision for their communities
- Where People Travel**
 - New York City
 - Strong demand within study area
 - Elsewhere in Northern New Jersey
 - Downtown Jersey City, Newport Mall, Hoboken
- How People Travel**
 - Wide variety of modes within and to/from study area
 - Bus, light rail, jitney, ferry
 - Private vehicles for reasons of cost, congestion, & convenience

Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Public Outreach First Round

- BRT Features of Interest**
 - Station related improvements
 - Varying opinions regarding increasing of stop spacing
 - Concern over BRT lane impacts
 - Enthusiasm over improved bus service within study area
- Future Vision**
 - Prevalence of destination areas
 - Liberty State Park, shopping areas, educational institutions, Bayfront area in Jersey City
 - Improved transit service to non-work destinations
 - Strengthening of local economy

Q&A/Discussion – TM 1/2

Corridors of Interest

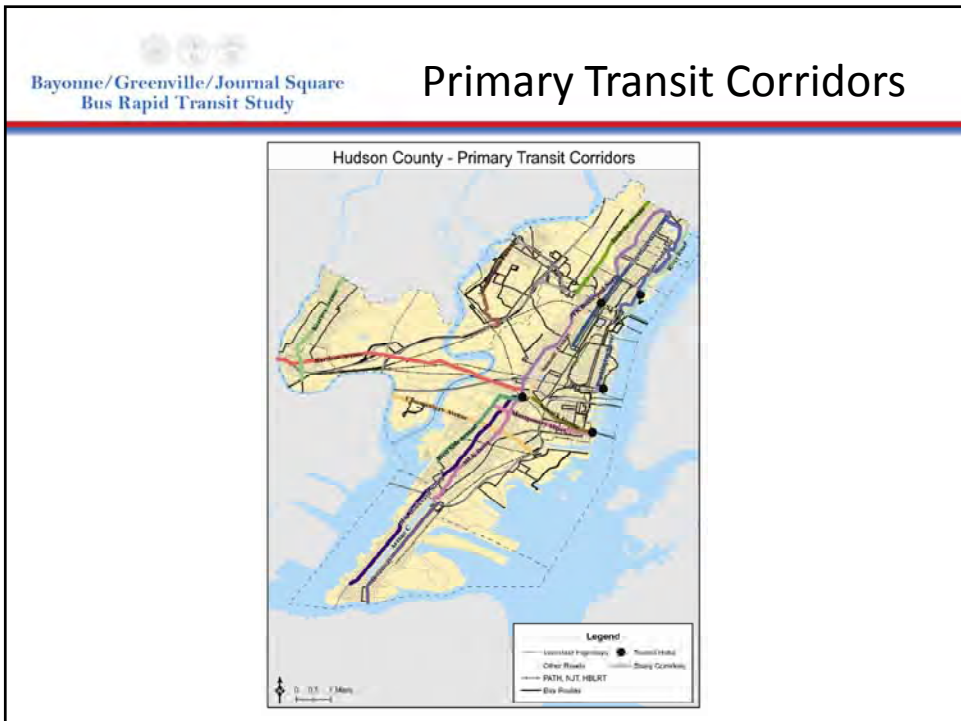
- Avenue C
- JFK Boulevard
- NJ 440
- West Side Avenue
- Bergen Avenue
- MLK Drive
- Ocean Avenue

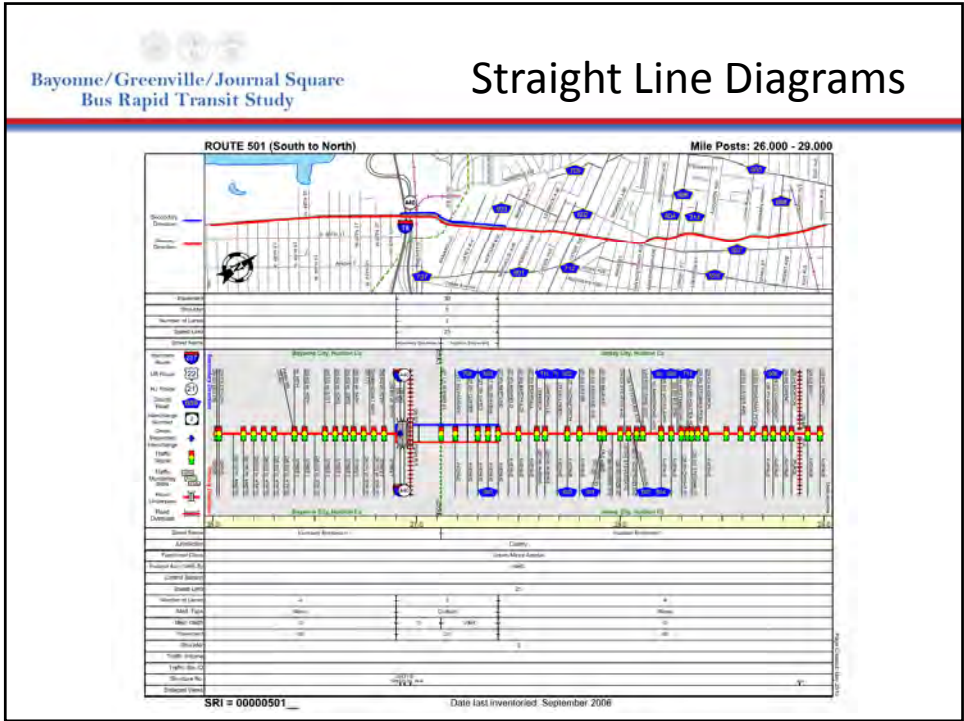



Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Summary of Technical Data

- Traffic Data**
 - Traffic counts
 - Straight line diagrams
 - Description of routes
- Transit Data**
 - NJ Transit Data
 - Ridership
 - Headways
 - Schedule
 - Bus Data
- Zoning & Land Use Data**
 - Zoning maps
 - Redevelopment sites
 - Description of land use






Description of Routes

Corridor	Number of Lanes	Speed Limit	Pavement Width	On-Street Parking	Sidewalks
<i>Ave. C</i>	4	25mph	60 feet	Yes (both sides)	Yes (both sides)
<i>West Side Ave.</i>	2	25mph	39 feet	Yes (both sides)	Yes (both sides)
<i>Bergen Ave.</i>	2	25mph	29 feet from mileposts 0.0 to 0.58, 35 feet otherwise	Yes (both sides)	Yes (both sides)
<i>MLK Dr.</i>	2	25mph	35 feet	Yes (both sides)	Yes (both sides)
<i>Ocean Ave.</i>	2	25mph	41 feet from mileposts 0.0 to 1.6, 35 feet otherwise	Yes (both sides)	Yes (both sides)
<i>JFK Blvd.</i>	4 (predominant; varies at underpasses and railroad crossings)	25mph	60 feet (predominant; varies at underpasses and railroad crossings)	Yes (both sides, variable)	Yes (both sides)
<i>NJ 440 (Jersey City Portions)</i>	4 (two in each direction)	40mph to 50mph	24 feet in each direction (predominant)	No	No



Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Discussion

Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Next Steps

The diagram consists of two blue rounded rectangular boxes on the left, each with a corresponding grey arrow pointing to the right. The top box is labeled 'Technical Analysis' and the bottom box is labeled 'Outreach'. Each box contains a bulleted list of tasks.

- Technical Analysis**
 - Review of corridor opportunities
 - Development of corridor evaluation model/framework
 - Recommended package of improvements
- Outreach**
 - Ongoing outreach through project web site
 - Second round of public meetings to review draft recommendations

Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Thank You!!

www.bayonnejerseycitybrt.com



Bayonne/Greenville/Journal Square Bus Rapid Transit Study

TECHNICAL ADVISORY COMMITTEE

March 1, 2013 - 10:00 AM – 12:00PM

AGENDA

Location

Jersey City City Hall –Council Caucus Room at 280 Grove St, Jersey City, NJ 07302

Please be sure to sign-in at the registration desk.

- Registration
-

- Welcome
 - Review of Tech Memo #3
 - Tech Memo #3
 - Matrix of potential BRT opportunities
 - Discussion of corridor selection
 - Next Steps:
 - Technical analysis
 - Outreach – public meeting on 3/12/13
 - Future TAC meetings
-

- Follow-up

Submit general feedback/comments to:

e-mail: [feedback@ bayonnejerseycitybrt.com](mailto:feedback@bayonnejerseycitybrt.com) or fax: (201) 612.1232



NJTPA
NORTH JERSEY
TRANSPORTATION
PLANNING AUTHORITY

Bayonne/Greenville/Journal Square Bus Rapid Transit Study

Memorandum

To: Megan Massey, PP, AICP

Date: March 4, 2013

From: Joseph E. Barr, Parsons Brinckerhoff
Marlene B. Pissott, InGroup, Inc.

Re: Meeting Title: Bayonne / Greenville / Journal Square BRT Study
TAC Meeting #3

Meeting Date: **Friday, March 1, 2013 from 10:00am – 12:00p.m.**
Jersey City City Hall – Council Caucus Room
280 Grove Street, Jersey City, NJ 07302

cc: Parsons Brinckerhoff Consultant Team

The Bayonne/Greenville/Journal Square (BGJS) Bus Rapid Transit (BRT) Study is focused on improving transit access to Journal Square for the residents of Bayonne and southern Jersey City.

The third TAC meeting for the Bayonne/Greenville/Journal Square BRT study was held on March 1st from 10:00 am to 12:30 pm at the Jersey City Hall Council Caucus Room located at 280 Grove Street in Jersey City.

This memorandum summarizes the meeting. The attendees can be found on the registration sheets that have been attached as part of the meeting record.

Megan Massey from Hudson County Division of Planning opened the session and welcomed everyone and introduced Joseph Barr of Parson Brinckerhoff who made a presentation to the committee.

The TAC meeting presentation followed the agenda format below:

- Welcome
- Review of Tech Memo
 - Tech Memo #3

- Evaluation Matrix
- Potential BRT Corridors and Selection Process
- Next Steps:
 - Technical
 - Outreach
 - Future TAC meetings
 - Public Meeting – March 12, 2013

A copy of the TAC presentation is included in the appendix to this memo.

There was a review of Technical Memo # 3 and there were no questions about this memo, although some comments were provided both at the meeting and in subsequent emails. These comments will be addressed in a final draft of that document.

Most of the questions came from the matrix and the presentation concerning corridor selection.

Lee Klein: Is a high volume road such as Route 440 a good candidate for BRT?

Answer: It was explained that higher volume roads make it more difficult to implement BRT due to the higher level of traffic congestion.

In response, Mr. Klein inquired if there was any benefit having signals that are wider apart on a road like Route 440.

Answer: It was explained that there are different challenges and opportunities that are presented by different signal spacing, so it is difficult to say without getting into more detailed analysis. Route 440 also presents issues in terms of pedestrian access and land use.

Douglas Greenfeld: Referencing the evaluation matrix in the presentation, inquired whether the 42 ft. minimum roadway width is a requirement for a bus lane.

Answer: It was explained that a roadway width of less than 42'-44' precludes continuous bus lanes, but you may be able to include a queue jump in one direction at certain intersections on slightly narrower roads.

Douglas Greenfeld: Asked if queue jumps were all precluded as most streets don't fully meet requirements.

Answer: The response indicated that queue jumps may not be a viable option in all cases, but should be possible in some locations.

Douglas Greenfeld: Asked if there were other streets that should be eliminated from consideration for BRT; this question was then discussed in greater detail later in the meeting.

Jeremy Colangelo-Bryan: Referencing bus route travel time, asked whether with

signal priority, can you reduce travel time during off-peak, and indicated that it is probably more important to improve peak period travel times.

Lee Klein: Commented that if we improve a trip by one minute, that will be an overall improvement that is worth making.

Douglas Greenfeld: Asked whether origin-destination data is for all modes?

Answer: Response indicated that all transit trips are represented in this data.

Lee Klein: Requested clarification whether Bayonne was included in the origin-destination flow.

Answer: The response indicated that Bayonne was counted as one zone.

Lee Klein: Mr. Klein inquired whether this will help select the corridor and what the stops will be.

Answer: The response indicated it would help identify the market to serve, but not the details of the stops to be selected, because of the relatively large traffic analysis zones.

Jeremy Colangelo-Bryan: Referencing the public transit O-D travel flow slide inquired if the study was looking separately at Midtown vs. Downtown (lower Manhattan PATH compared to uptown PATH service)?

Answer: The response indicated that the study task was to improve travel within the study area, so Manhattan was included as a single zone. Subsequently, it was decided to redo the analysis with Manhattan divided into two zones.

Lee Klein: Is there an alternate way to make this link better so that more people will take BRT from home as it is quicker than the ferry? It was determined that if we succeed in making the trip better, many people will opt to use it. There may be some shifting from one mode to another.

Doug Greenfeld: If this is the case, than we did not make Jersey City a waterfront destination and this is an important connection to be made along the route. It was explained that there are routes that just go to Jersey City and a decision needs to be made about eastern routes. The NJTPA database (for task 5) can serve for the analysis to better understand this issue.

John Fussa: Stated that it would be useful to better understand the split of modes between midtown and lower Manhattan from a Bayonne perspective. Joseph Barr inquired whether this should be included in Tech Memo #3. Doug Greenfeld stated that it would inform the analysis and conclusions.

John Fussa: Referencing Redevelopment Plans, Bayonne has just started a redevelopment plan for the area around the HBLR 8th Street Station. It was indicated that it should be referenced as "under study," and he will send the information to the study team.

Douglas Greenfeld: There were omissions to Jersey City redevelopment plans such as

Journal Square, St. Peter's, NJCU West Campus, Route 440, College and High Schools. It was indicated that the map doesn't show every redevelopment area, just the major ones.

Jeremy Colangelo-Bryan: Commented that we need to be clear about jitneys on Kennedy Boulevard. He mentioned he will send comments to the study team on the transit maps/

Doug Greenfeld: Asked how the grading criteria on the matrix are laid out.

Answer: 5 is good and 1 is not favorable.

There was a great deal of discussion related to the values, characteristics, and route grades.

Doug Greenfeld requested that Bergen Avenue be divided at Montgomery Street where the road widens.

Jay DiDomenico mentioned how congestion of traffic was a factor and that BRT may get stuck behind a school bus in Bayonne. It was suggested that this should be added as an evaluation factor, building on the current "speed" measure.

Lee Klein and **John Fussa** inquired about queue jumps during certain times which may help speed travel times.

John Lane commented on how there are issues about constructing curb extensions in terms of safety of those waiting and drainage.

Doug Greenfeld asked if bus bulbs/curb extension bus stops only work if you are putting a priority lane one lane away from the curb. Joseph Barr indicated that this is correct, since otherwise the bus bulbs interfere with the buses.

Lee Klein noted that curb extensions will permit buses to take advantage of queue jumping and other characteristics of BRT.

Doug Greenfeld asked if there was a subset for potential elevated boarding. Joseph Barr noted that low floor buses create a better passenger experience for all users, but that curb extensions/bus bulbs can further help and allow the opportunity for raised boarding, which works well with low-floor buses

Doug Greenfeld asked if elevated curb extensions had to be mid-block for ADA reasons? It was indicated that these could be designed to be ADA accessible even at the corner.

Lee Klein noted that low floor buses would need to be purchased.

Jeremy Colangelo-Bryan mentioned that NJ TRANSIT had a limited number of these buses. He also noted that off-board fare collection is not affected.

Doug Greenfeld commented that bus stops need to be ADA compliant.

Joseph Barr concluded this discussion by suggesting that the TAC send him comments for the spreadsheet that shows relative scoring.

Megan Massey asked the TAC for clarification on whether to present six or three alternatives at the public meeting on March 12th.

Doug Greenfeld suggested that all be shown including combinations.

Megan Massey clarified the top three as Kennedy Boulevard, Bergen Avenue and Martin Luther King Drive.

Doug Greenfeld requested that they show the public all alternatives and explain why they did not work (why they were eliminated). He noted that three critical items were missing from the matrix: elevated curb extensions; opportunity for diversion from other transit; and opportunity for making intermodal connections.

Sue Mack asked the TAC if that takes the group to two or more alternatives to present. Hybrid combinations are a great idea but would require additional analysis.

Darnel Tyson commented that ridership demand was a key basis for selecting alternatives in New York.

Doug Greenfeld suggested that a conference call prior to the meeting and following additional analysis should occur, after which it may be possible to narrow the list of corridors.

Megan Massey confirmed the conference call date of March 6 at 1pm (later changed to 12pm).

Lee Klein asked for some talking points and a revised map in advance.

Elizabeth Thompson added that the draft report is due to NJTPA by May 31, 2013.

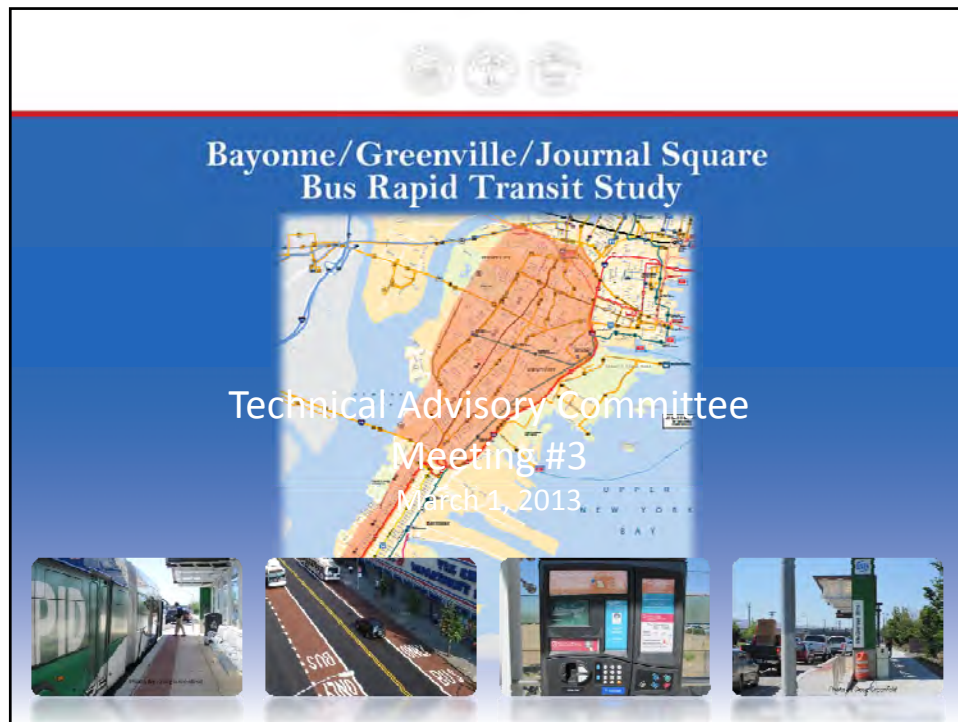
John Fussa will check with Bayonne Mayor if the next public meeting can be moved closer to the Jersey City border, or needs to be held at Bayonne City Hall.

Doug Greenfeld reiterated the request for potential routes in advance of the March 6, 2013 conference call.

Megan Massey reviewed and confirmed the planned open house format for the March 12, 2013 meeting.

Action Items:

- Comments on TAC Memo should be submitted by Wednesday, March 6, 2013.
- Follow-up conference call Wednesday, March 6, 2013.



Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Agenda

- **Welcome**
- **Review of Tech Memo #3**
 - Tech Memo #3
- **Matrix of potential BRT opportunities**
- **Discussion of corridor selection**
- **Next Steps:**
 - Technical analysis
 - Outreach – public meeting on 3/12/13
- **Future TAC meetings**

	<i>Jersey City</i>	<i>Bayonne</i>
Demographics		
Total Population	247,938	63,120
Male	124,751	30,127
Female	124,751	32,993
Median Age	32.9	39.3
% Hispanic or Latino	27.8%	19.8%
% Black or African American	25.8%	9.2%
% Asian	24%	7.2%
% White	35%	76.4%
Economic Characteristics		
Unemployment	10.3%	8.6%
Median Household Income	\$57,520	\$55,714
Mean Household Income	\$80,702	\$71,001
% of Families below Poverty Level	13.9%	10.2%
Commuter Characteristics		
Drive Alone	33.1%	56.4%
Carpool	7.9%	9.1%
Public Transportation	46.2%	22.8%
Walk	8.3%	8.5%
Housing Characteristics		
# of Housing Units	110,000	28,000
% Vacant	13%	9%
% Single-unit Structures	15.6%	22.8%
% In Multi-Unit Structures	84.3%	76.8%
% Mobile Homes	0.1%	0.4%

	<i>Jersey City</i>	<i>Bayonne</i>
Primary Corridors		
<ul style="list-style-type: none"> • <u>Bayonne Corridors</u> <ul style="list-style-type: none"> – Avenue C – Kennedy Boulevard • <u>Jersey City Corridors</u> <ul style="list-style-type: none"> – Route 440 – West Side Avenue – Kennedy Boulevard – Bergen Avenue – MLK Jr. Drive – Ocean Avenue 		



Bayonne/Greenville/Journal Square BRT Corridor Characteristics

Corridor	Number of Lanes ¹	Speed Limit	Pavement Width	On-Street Parking ²	Sidewalks
Avenue C	4	25 mph	60 feet	Yes	Yes
West Side Avenue	2	25 mph	39 feet	Yes	Yes
Bergen Avenue	2	25 mph	29 feet from mileposts 0.0 to 0.58, 35 feet otherwise	Yes	Yes
MLK Jr. Drive	2	25 mph	35 feet	Yes	Yes
Ocean Avenue	2	25 mph	41 feet from mileposts 0.0 to 1.6, 35 feet otherwise	Yes	Yes
Kennedy Boulevard	4 ³	25 mph	60 feet ³	Yes	Yes
NJ 440	4	40 - 50 mph	24 feet in each direction ⁴	No	No

Notes:


- Counting travel lanes in both directions combined. All corridors are two-way roadways.
- Several corridors have sporadic metered parking within the study area
- Turning lanes are added at some major intersections and width varies at underpasses and railroad crossings.
- NJ 440 is a major highway with shoulders up to 14-feet in width and a median which varies in width throughout the Jersey City portions of the corridor.



Bayonne/Greenville/Journal Square Corridor Traffic Counts

Location	Municipality	Year	AADT	AADT (N or E)	AADT (S or W)
Bergen Ave., between Forest St. and Boyd Ave.	Jersey City	2011	9,153	4,589	4,564
Bergen Ave., between Highland Ave. and Vroom St.	Jersey City	2011	15,239	8,626	6,613
JFK Blvd., between 4th St. and Margaret St.	Bayonne	2011	6,045	4,087	1,958
JFK Blvd., between 14th St. and 15th St.	Bayonne	2010	10,239	5,972	4,267
JFK Blvd., between Union St. and Clendenny St.	Jersey City	2009	23,515	12,565	10,950
NJ 440, between JFK Blvd. and Ave. C	Bayonne	2011	24,153	10,761	13,392
NJ 440, between Kellogg St. and Danforth Rd.	Jersey City	2011	41,525	20,747	20,778
NJ 440, north of Kellogg St.	Jersey City	2007	46,727	22,562	24,165
		2010	56,888	26,426	30,462
MLK Dr., between Grant St. and Claremont St.	Jersey City	2007	9,332	4,383	4,949
West Side Ave., between Claremont Ave. and Yale Ave.	Jersey City	2011	8,800	4,115	4,685
West Side Ave., between Stuyvestant Ave. and Sip Ave.	Jersey City	2011	10,462	5,508	4,954


Source: NJDOT




Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Existing Transit - Greenville

- NJ Transit Service
 - Route 120 (Bayonne/Lower Manhattan)
 - Route 10 (Bayonne/Greenville/Journal Sq)
 - Route 119 (Bayonne/JC/Hoboken/PABT)
 - Route 81 (Greenville/Exchange Place)
 - JFK Blvd Jitney (Bayonne/Greenville/Journal Sq)
 - Route 1 (Newark/Kearny/JC)
 - Route 6 (JC)
 - Route 87 (JC/Hoboken)
- A&C Bus Company Service
 - Bergen Avenue Line (Greenville/Journal Square)
 - 4 Line (Greenville/Exchange Place/Newport Mall)






Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Existing Transit - Bayonne

- NJ Transit Service
 - Route 120 (Bayonne-Lower Manhattan)
 - Broadway Bus Line (Bayonne)
 - Route 10 (Bayonne/Greenville/Journal Square)
 - Route 119 (Bayonne/JC/Hoboken/PABT)
 - Route 81 (Greenville/Exchange Place)




Bayonne/Greenville/Journal Square Bus Rapid Transit Study		Study Area Bus Ridership		
Route	Operator	Weekday	Saturday	Sunday
1-Jersey City portion	NJT	2,258	1,455	1,089
6	NJT	1,797	583	493
80	NJT	7,241	2,161	1,405
81	NJT	3,273	1,343	429
87	NJT	12,435	5,342	3,301
119	NJT/Contractor	1,450	0	0
120	NJT	359	0	0
10	NJT/Academy	6,561	3,848	3,249
88	NJT/Academy	4,574	1,673	1,146
So.Hill	A&C Bus	4,674	3,651	1,698
M&W-Newport-Ex.Place	A&C Bus	2,726	1,184	947
440 Shopper	A&C Bus	1,182	1,566	1,138
#4	A&C Bus	2,817	1,559	1,244
Bergen	A&C Bus	4,906	2,361	1,088
Broadway	BBOC	n/a	n/a	n/a
TOTAL		56,252	26,725	17,227

Bayonne/Greenville/Journal Square Bus Rapid Transit Study		Study Area Bus Headways				
Operator	Route	Peak	Off-Peak	Sat	Sun	Notes
NJT	1-Journal Square	30	60	60	120	Headways are for Journal Square branch only.
NJT	6	20-30	35-60	60	60	Headways are for Merritt branch only.
NJT	81	30	30	30-40	90	
NJT	81X	10-20	-	-	-	
NJT	120	25-30	-	-	-	No reverse peak service.
NJT	10	7-10	20	20	20	
NJT	119	20	30	-	-	Limited reverse peak and off-peak service.
NJT	87	2-6	12-15	20	35	
NJT	80	15	20	25	45	
NJT	88	20				
BBOC	Broadway	12-20	12-20	12-20	30-55	
A&C	4	15-20	15-20	15-20	35	
A&C	Bergen	10-20	10-20	10-20	10-20	Late evenings 30 minute headway.
Jitneys	JFK Blvd South	20	20	-	-	

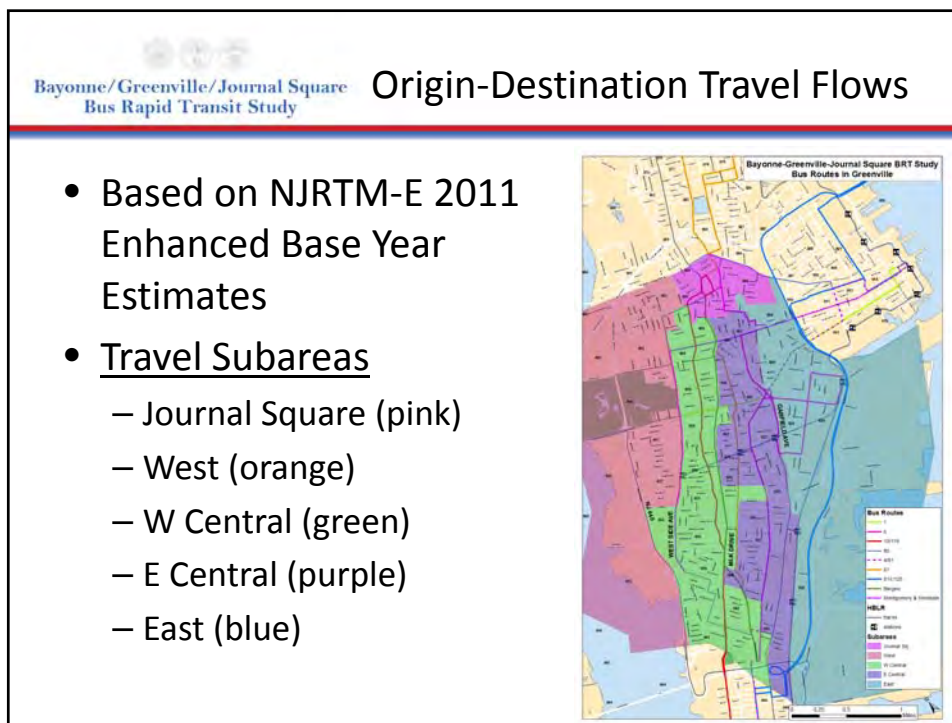
		10-Bayonne	10-Jersey City	Route 119	Route 119	Route 6	1-Journal Square	Route 80	Route 87
Route									
From		JFK at 3rd St	JFK at 63rd	JFK at 3rd St	JFK at 63rd	Ocean Ave at Merritt	Communi-paw at Mallory	Old Bergen Rd at Gates	Old Bergen Rd at Gates
To		JFK at 63rd	Journal Square	JFK at 63rd	Journal Square	Journal Square	Journal Square	Journal Square	Journal Square
Off Peak Travel Time	min	14	17	14	18	23	9	24	21
AM Peak Travel Time	min	19	25	19	27	31	14	30	27
PM Peak Travel Time	min	16	23	16	21	23	12	28	26
Distance	mi	3.59	3.56	3.59	3.56	3.96	1.79	4.31	3.47
AM Peak Speed	mph	11.3	8.5	11.3	7.9	7.7	7.7	8.6	7.7
Off Peak Speed	mph	15.4	12.6	15.4	11.9	10.3	13.4	11.3	9.9

		10-Bayonne	10-Jersey City	Route 119	Route 119	Route 6	1-Journal Square	Route 80	Route 87
Route									
From		JFK at 63rd	Journal Square	JFK at 63rd	Journal Square	Journal Square	Journal Square	Journal Square	Journal Square
To		JFK at 3rd St	JFK at 63rd	JFK at 3rd St	JFK at 63rd	Ocean Ave at Merritt	Communi-paw at Mallory	Old Bergen Rd at Gates	Old Bergen Rd at Gates
Off Peak Travel Time	min	10	19	10	20	23	8	23	21
AM Peak Travel Time	min	14	24	14	24	26	9	26	23
PM Peak Travel Time	min	17	25	17	25	30	12	28	27
Distance	mi	3.59	3.56	3.59	3.56	3.96	1.79	4.31	3.47
PM Peak Speed	mph	12.7	8.5	12.7	8.5	7.9	8.9	9.2	7.7
Off Peak Speed	mph	21.6	11.2	21.6	10.7	10.3	13.4	11.3	9.9


 Bayonne/Greenville/Journal Square
 Bus Rapid Transit Study

Ridership Counts

Route	Southbound	Northbound
87	4 trips	5 trips
6	6 trips	6 trips
10/119	4 trips	4 trips
80	2 trips	2 trips



Public Transit O-D Travel Flows

Origin	Destination											Total			
	Journal Square	West	W Central	E Central	East	Bayonne	Other NJ	Manhattan	Outer Borough	Other NY	PA				
Journal Square	11	189	175	132	55	108	1,826	2,931	443	1	0	5,871			
West	491	194	27	Most common Destination (42 % of trips originating in study area)				2,870	4,305	682	1	0	9,400		
W Central	1,378	897	95					5,334	8,475	1,257	10	0	20,736		
E Central	910	611	80					4,274	5,583	819	1	0	15,074		
East	219	126	16					1,600	1,840	275	1	0	4,589		
Bayonne	451	329	525	526	275	2,859	3,632	7,547	1,303	25	0	17,470			
Other NJ	6,431	2,094	2,269	2,163	1,033	1,111	1,111	42,740	170	57	651,373				
Manhattan	2,250	568	632	730	407	81	81	Most common Origins within study area				42,393			
Outer Borough	0	0	0	0	0	0	0					0	0	0	0
Other NY	40	3	23	8	5	355	750					47,553	7,586	25,407	0	81,730
PA	0	0	0	0	0	0	294	8,612	666	0	109	9,681			
Total	12,181	5,011	5,817	5,691	2,584	7,756	307,832	429,847	55,775	25,657	166	858,317			


Public Transit Mode Share

Origin	Destination											Total	
	Journal Square	West	W Central	E Central	East	Bayonne	Other NJ	Manhattan	Outer Borough	Other NY	PA		
Journal Square	0.3%	13.4%	11.3%	7.7%	10.7%	15.1%	11.2%	83.7%	56.0%	0.2%	0.0%	19.0%	
West	12.3%	3.1%	5.2%	High transit mode share to Manhattan from Study Area				10.6%	77.1%	61.6%	0.1%	0.0%	16.4%
W Central	25.3%	12.7%	6.6%					15.3%	84.1%	77.9%	0.7%	0.0%	21.9%
E Central	19.4%	14.8%	9.4%					15.6%	80.9%	69.7%	0.1%	0.0%	19.8%
East	13.0%	13.0%	10.1%					15.1%	72.2%	52.0%	0.2%	0.0%	18.0%
Bayonne	24.8%	10.7%	10.3%	12.9%	13.0%	4.4%	11.8%	72.9%	63.0%	0.5%	0.0%	13.5%	
Other NJ	14.2%	5.6%	6.0%	6.3%	6.5%	2.4%	1.2%	54.7%	39.5%	0.0%	0.0%	2.8%	
Manhattan	86.0%	56.2%	60.9%	62.6%	59.0%	53.1%	41.4%			0.2%	0.0%	10.6%	
Outer Borough													
Other NY	3.7%	0.3%	1.4%	0.7%	0.6%	3.5%	0.5%	39.9%	5.5%	0.9%	0.0%	2.6%	
PA							0.1%	35.1%	18.3%	0.0%	0.0%	0.1%	
Total	17.2%	8.0%	7.5%	8.1%	8.8%	5.4%	1.4%	39.4%	10.3%	0.8%	0.0%	2.5%	

Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Bicycle Infrastructure

- JC Plan includes:
 - 35.2 mi of bike lanes
 - 19.5 mi of sharrows
- BRT alternatives should be mindful of:
 - Need for bicycle infrastructure
 - Interactions with on-street bicycle traffic




CITY OF JERSEY CITY
Plan for Bike Lanes and Sharrows

Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Redevelopment Plans

- Jersey City
 - 4,000 new dwelling units
 - 1.4M ft² non-residential space
- Bayonne
 - 2,000 new dwelling units
 - 725k ft² non-residential space
- Add'l Projects
 - 900 Garfield
 - Canal Crossing
 - Bayfront



LEGEND


- Redevelopment Site
- Walk Dist. to BRT Corridor
- NJ 440 Corridor
- West Side Ave Corridor
- JFK Blvd W Corridor
- Bergen Ave Corridor
- MLK Jr Dr Corridor
- Ocean Ave Corridor

Key Community Features

- Avenue C Corridor
 - HBLR Station (Avenue C/8th Street)
 - Downtown Commercial District (ShopRite/CVS/Library)
- Kennedy Boulevard Corridor
 - Bayonne Park
 - Washington E.S.
 - Audubon Park
 - NJ City University
 - Henry Snyder H.S.
 - St. Peter's College
- NJ 440 Corridor
 - Shopping Plaza (Near NJ 440/U.S. 1&9)
- West Side Avenue Corridor
 - NJ City University
 - HBLR Station (West Side Avenue/Claremont Avenue)
 - Downtown Commercial District

Key Community Features

- Bergen Avenue Corridor
 - Audubon Park
 - Henry Snyder H.S.
 - Jersey City Public Library
 - Joseph H. Brensinger School
 - MLK Jr. School
 - Downtown Commercial Area
- MLK Jr. Drive Corridor
 - Shopping Center at Kearney Avenue
- Ocean Avenue Corridor
 - Ezra L. Nolan M.S.
 - Fred W. Martin E.S.




Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Matrix of Potential BRT Opportunities

Corridor	Directness to Journal Square	Speed	Transit Demand	Pedestrian Conditions	Major Destinations Served	Curb Extension Potential	Queue Jump Potential	Signal Priority Potential
Rt 440	2	5	3	1	2	1	3	2
West Side Ave	3	2	5	5	3	1	1	3
JFK Blvd	4	3	4	4	4	4	3	4
Bergen Ave	5	1	3	5	5	1	1	3
MLK Drive	4	1	5	5	4	1	1	3
Ocean Ave	3	1	4	5	4	1	1	3

Notes on characteristics: Distance from 56th St. Est. current bus speed. Existing bus riders - may not all be in corridor. Sidewalks, crosswalks, vehicle speed. Number of large institutions. Need width to pass stopped bus at extended curb. Use existing turn lane or create new from parking lane. Works best with signals not saturated and queue jumpers.


General Note: Other BRT characteristics such as branding, fare collection, limited stops, information, etc. can be done on any corridor.



Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Outreach / Awareness

- Jersey City Public Meeting on March 12
- Extensive direct outreach to stakeholders
- 412 survey responses, 359 since February 1
- Facebook and Twitter feeds
- Distribution of study information at key locations



Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

PUBLIC MEETING NOTICE
Tuesday, March 12, 2013

Working together Hudson County, Jersey City, and Bayonne started the Bayonne/Greenville/Journal Square Bus Rapid Transit (BRT) Study to look at potential BRT improvements to enhance multimodal travel by bus between Bayonne and the Greenville and Journal Square sections of Jersey City. The study team will be holding a Public Meeting to provide an opportunity for the public in Jersey City to provide input on potential BRT while providing input about potential routes and transit technologies.

JERSEY CITY PUBLIC MEETING
Date: Tuesday, March 12, 2013
Time: 6:00 p.m. – 8:00 p.m.
Location: Mary McLeod Bethune Life Center
140 Martin Luther Jr. Drive
Jersey City, NJ 07305

Meeting Agenda:
Registration and Open House: 6:00 – 6:45 p.m.
Presentation: 6:45 – 7:15 p.m.
Open House: 7:15 – 8:00 p.m.

If you are unable to attend the public meeting presentation and would like more information or would like to submit comments for the study team, please email feedback@bayonnejerseycitybrt.com or visit www.bayonnejerseycitybrt.com.

This study is funded through the Robert Wood Johnson Foundation's Collaborative Studies Program and managed by the Hudson County Division of Planning. The City of Jersey City is a proud partner and City of Bayonne as a supporting partner.



NJTPA
NORTH JERSEY
TRANSPORTATION
PLANNING AUTHORITY

Bayonne/Greenville/Journal Square Bus Rapid Transit Study

Memorandum

To: Megan Massey, PP/AICP

Date: March 13, 2013

From: Joseph E. Barr, Parsons Brinckerhoff
Marlene B. Pissott, InGroup, Inc.

Re: Meeting Title: Bayonne / Greenville / Journal Square BRT Study
Public Meeting

Meeting Date: **Tuesday, March 12, 2013 from 6:00pm – 8:00p.m.**
Mary McLeod Bethune Life Center
140 Martin Luther King Jr. Drive, Jersey City, NJ 07305

cc: Parsons Brinckerhoff Consultant Team

The Bayonne/Greenville/Journal Square Bus Rapid Transit (BRT) Study is exploring ways to improve bus service between Bayonne and Journal Square by enhancing public transportation opportunities for daily commuters.

The study team held a public meeting held on March 12th from 6:00 pm to 8:00 pm at the Mary McLeod Bethune Life Center located at 140 Martin Luther King Jr. Drive, Jersey City to provide an opportunity for the public to learn about the current status of the study, including transit/BRT technologies, the data collection and analysis done to date, and next steps, as well as the chance to provide input on potential routes being evaluated for a BRT service.

This memorandum summarizes this public meeting. The registration sign in from the meeting is attached and has been archived as part of the meeting record.

Joseph Barr from Parson Brinckerhoff opened the session and welcomed everyone, including government officials in attendance.

The majority of the public meeting was centered on a PowerPoint presentation that followed the format detailed below with limited questions and comments from the audience. Participants were encouraged to offer their comments and suggestions throughout the presentation:

- Welcome and Introductions
- Study Overview and Update
 - Study area and tasks
 - Recap of study goals
 - Definition of BRT
 - Features of BRT
 - Examples of BRT systems
- Corridor Selection
 - Overall corridor options
 - Analysis matrix
 - Corridors under consideration (short-list)

A copy of the public presentation and scans of any written comments are included in the appendix to this memo.

Comments/suggestions/feedback from those in attendance:

Question from attendee: When is the next meeting?

Answer: It was explained that this will take place before summer -- likely the end of May.

Verbal comment from attendee: Bergen Avenue should be off the plan because it already has good bus service.

Verbal comment from attendee: Martin Luther King Drive could use Light Rail.

Verbal comments and questions from Councilwoman V. Richardson: Constituents were looking for how to improve 87 and other bus services within the study area--to give them a cleaner, more on-time bus. That is the kind of study people are looking for. Councilwoman inquired if it was possible to take a heavily used bus service and make that BRT.

Answer: We can accomplish many of these goals through BRT, and will also make initial suggestions for other improvements to bus service.

Verbal comments and questions from Councilwoman V. Richardson: The Councilwoman also inquired if the team would continue to work on this issue that was not part of the study.

Answer: It was explained that Hudson County and NJ TRANSIT would need to explore if those opportunities exist.

Verbal comment from attendee: The Bergen Avenue bus always ran the way it ran. There is a great bus service on Bergen Avenue that is reliable. You don't need BRT on

Bergen Avenue.


Verbal comment from attendee: I would like to get the No. 1 bus to become a GO BUS on Jackson Avenue.



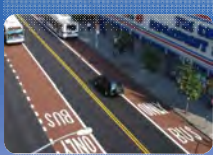

Comment Form: Tinia Bland, Astor Place Neighborhood Association and BCU 2nd Vice Chairperson - requested notice of next public meeting regarding Martin Luther King Jr. Drive and Bergen Avenue. She stated they need help on that corridor.

Comment Form: Deborah Alston, Astor Place Neighborhood Association - GO BUS and the HUB on Martin Luther King Drive that a Light Rail stop express bus to Journal Square. Rush hour morning and evening. (typed exactly as written)


Action Items:


- Notify Tinia Bland and other Jersey City Block Associations of next public meeting date.
- Follow-up with media in attendance. This was done by InGroup the next day.
- Add the public meeting presentation and map boards to the study website. This has been completed as well.
- Distribute web survey results to Hudson County. This has been completed by InGroup.
- Hudson County to forward survey to both Elizabeth Thompson and Douglas Greenfeld.


**Bayonne/Greenville/Journal Square
Bus Rapid Transit Study**



Public Meeting
Mary McLeod Bethune Life Center
March 12, 2013


Bayonne/Greenville/Journal Square
Bus Rapid Transit Study



Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

NJTPA
NJ TRANSIT
PORT AUTHORITY OF NEW YORK AND NEW JERSEY


Agenda

- Study Overview and Update**
 - Study area and tasks
 - Recap of study goals
 - Definition of BRT
 - Features of BRT
 - Examples of BRT systems
- Corridor Selection**
 - Overall corridor options
 - Analysis matrix
 - Corridors under consideration (short-list)


Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

NJTPA
NJ TRANSIT
PORT AUTHORITY OF NEW YORK AND NEW JERSEY

Study Area




The map displays the study area for the Bayonne/Greenville/Journal Square Bus Rapid Transit Study. It shows a network of transit corridors in various colors (red, purple, blue, green) connecting different parts of the region. A specific area is highlighted in purple and labeled 'Study Area'. The map includes a compass rose indicating North (N), South (S), East (E), and West (W). The study area is located in the northern part of the region, near the waterfront and major transit hubs.

 NJTPA
Bayonne/Greenville/Journal Square
Bus Rapid Transit Study


Study Tasks

- Task 1-Project Management
- Task 2-Public Outreach
- Task 3-Data Collection
- Task 4-Needs & Opportunities
- Task 5-Model Development & Screening of Concepts
- Task 6-Draft Recommendations
- Task 7/8-Draft / Final Report

 NJTPA
Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Study Goals

- Assess the need and opportunities for Bus Rapid Transit
 - Match mobility needs and proposed transit improvements
 - Contrast benefits and costs
 - Balance short term and longer-term improvements, and consider phasing of improvements
 - Document supporting improvements and future steps
 - Consider right-of-way ownership
- Explore transit linkages
 - Address relationship to Hudson-Bergen Light Rail, including Route 440 extension
 - Address relationship to existing bus routes
 - Address relationship to jitney services
- Address the full range of infrastructure needs
- Have a robust, two-way public process
- Connect with other ongoing studies



Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Definition of BRT

- Flexible, integrated, high performance system with a quality image and a strong brand identity
- Essential Elements:
 - Speed
 - Reliability
 - Attractiveness/Customer Convenience
- Package of improvements must be robust enough to create a meaningful improvement in travel experience



Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Existing BRT Examples




- GoBus (New Jersey)
- Select Bus (NYC)
- HealthLine (Cleveland)
- EmX (Oregon)
- Silver Line (Boston)
- Metro Rapid (Los Angeles)
- Orange Line (Los Angeles)
- RAPID (Reno)




Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Features of BRT




- Bus Lanes
- Signal Priority
- Enhanced Stations
- Level Boarding
- Improved Fare Collection
- Branding
- Enhanced Service Plan
- Improved Vehicles
- Real-Time Information




Bayonne/Greenville/Journal Square
Bus Rapid Transit Study


Avenue C Corridor



Number of Lanes	4
Speed Limit	25 mph
Pavement Width	60 feet
On-Street Parking	Yes
Sidewalks	Yes



Bayonne/Greenville/Journal Square Bus Rapid Transit Study

Kennedy Boulevard Corridor




Journal Square Transportation Center

Number of Lanes	4
Speed Limit	25 mph
Pavement Width	60 feet
On-Street Parking	Yes
Sidewalks	Yes



Bayonne/Greenville/Journal Square Bus Rapid Transit Study

Route 440 Corridor




Journal Square Transportation Center

Number of Lanes	4
Speed Limit	40 - 50 mph
Pavement Width	24 feet in each direction
On-Street Parking	No
Sidewalks	No



Bayonne/Greenville/Journal Square Bus Rapid Transit Study

West Side Avenue Corridor




Journal Square Transportation Center

Number of Lanes	2
Speed Limit	25 mph
Pavement Width	39 feet
On-Street Parking	Yes
Sidewalks	Yes



Bayonne/Greenville/Journal Square Bus Rapid Transit Study

Bergen Avenue Corridor




Journal Square Transportation Center

Number of Lanes	2-south of McGinley Sq. 4-north of McGinley Sq.
Speed Limit	25 mph
Pavement Width	29'-35'-south of McGinley Sq. 60'-north of McGinley Sq.
On-Street Parking	Yes
Sidewalks	Yes




Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

MLK Drive Corridor




Journal Square
Transportation Center

Number of Lanes	2
Speed Limit	25 mph
Pavement Width	35 feet
On-Street Parking	Yes
Sidewalks	Yes



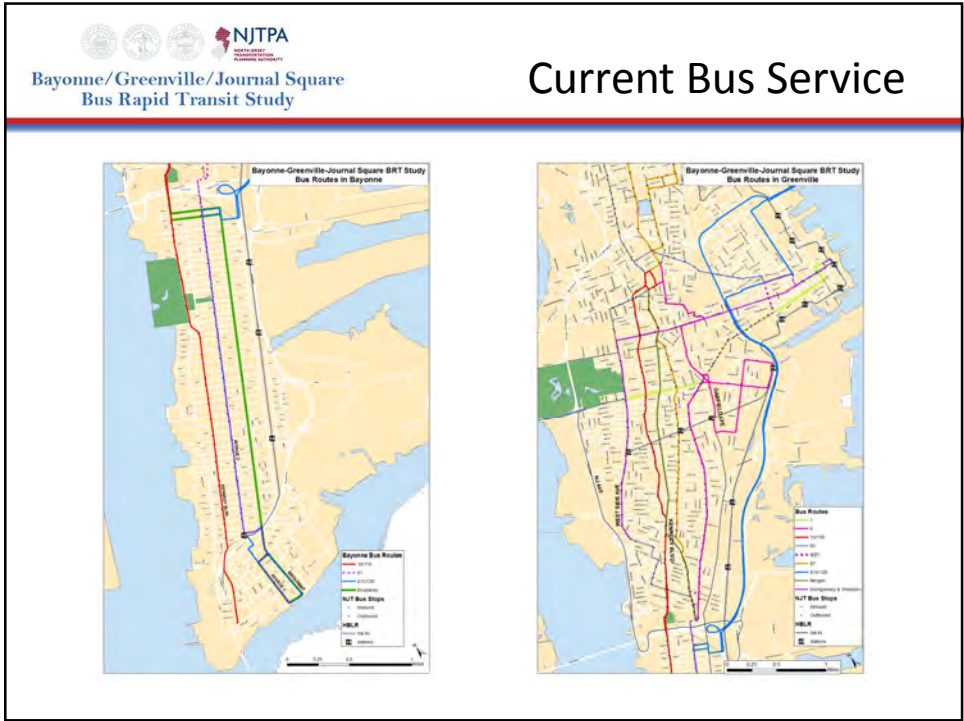
Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Ocean Avenue Corridor



Journal Square
Transportation Center

Number of Lanes	2
Speed Limit	25 mph
Pavement Width	35-41
On-Street Parking	Yes
Sidewalks	Yes






**Bayonne/Greenville/Journal Square
Bus Rapid Transit Study**

Evaluation Matrix

Transit Demand	<ul style="list-style-type: none"> Existing transit ridership on corridor bus routes
Transit Connections	<ul style="list-style-type: none"> Number of connecting transit services (all routes connect to PATH)
Directness to Journal Square	<ul style="list-style-type: none"> Distance from Bayonne to Journal Square
Congestion Factors	<ul style="list-style-type: none"> Difference in peak and off-peak bus speeds Current congestion and traffic interference
Pedestrian Conditions	<ul style="list-style-type: none"> Existing sidewalks and crosswalks Adjacent street traffic speeds
Major Destinations Served	<ul style="list-style-type: none"> Schools, universities, parks, shopping areas, and other community facilities
Bus Bulb / Raised Boarding Potential	<ul style="list-style-type: none"> Space for other vehicles to pass buses stopped at stops/stations
Bus Lane / Queue Jump Potential	<ul style="list-style-type: none"> Space for creating exclusive right-of-way for buses (parking lanes, turns lanes, travel lanes)
Signal Priority Potential	<ul style="list-style-type: none"> Potential to take time from cross street traffic Works best where there is queue jump potential




**Bayonne/Greenville/Journal Square
Bus Rapid Transit Study**

Evaluation Matrix


Primary Corridor	Transit Demand	Transit Connections	Directness to Journal Square	Congestion Factors	Pedestrian Conditions	Major Destinations Served	Bus Bulb / Raised Boarding Potential	Bus Lane / Queue Jump Potential	Signal Priority Potential	Total Score
Route 440	3	2	2	4	1	2	1	3	2	15
West Side Avenue	5	5	3	2	5	3	1	1	3	18
Kennedy Boulevard	4	3	4	3	4	4	4	3	4	26
Bergen Avenue	3	3	5	2	5	5	1	1	3	22
Martin Luther King, Jr. Drive	5	5	4	1	5	4	1	1	3	19
Ocean Avenue	4	3	3	2	5	3	1	1	3	18

Corridors Selected for Further Discussion



**Bayonne/Greenville/Journal Square
Bus Rapid Transit Study**

Highest Scoring Corridors

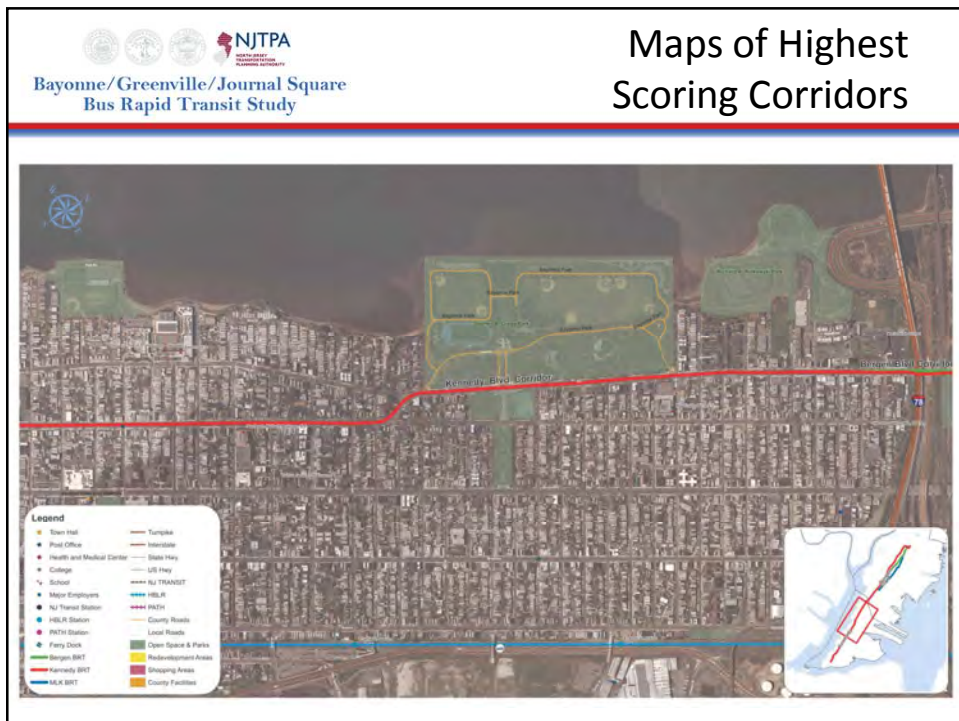


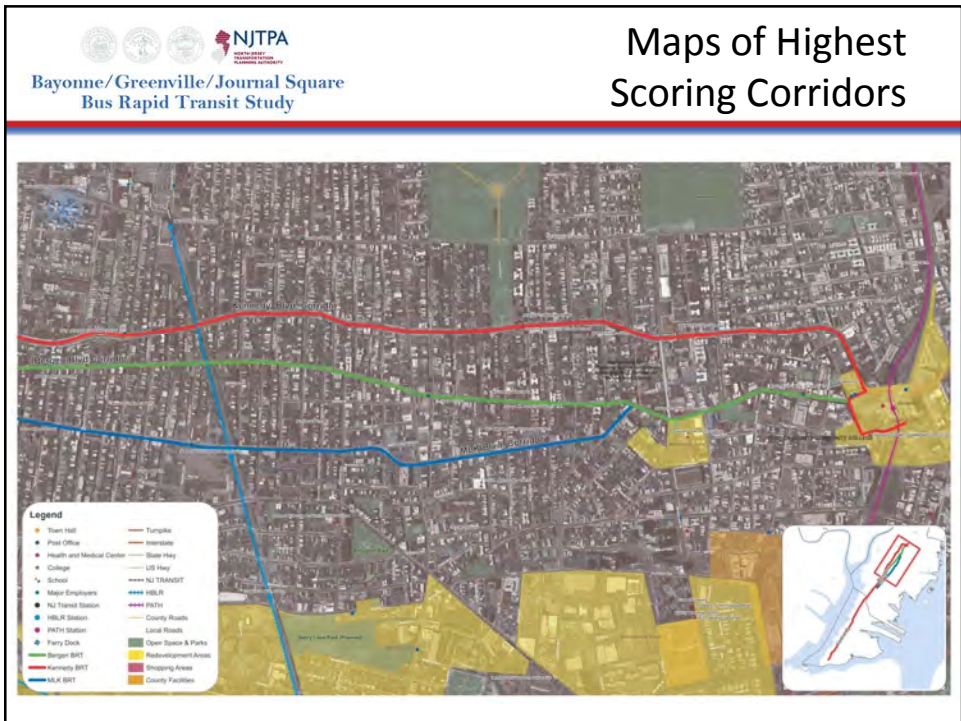
Bayonne

- Kennedy Boulevard

Jersey City

- Kennedy Boulevard
- Bergen Avenue
- MLK Drive






 NJTPA
Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Next Steps

-  Select single corridor (could include hybrids) for more detailed development of BRT recommendations
-  Develop recommended BRT plan and evaluate benefits and impacts
-  Additional public meeting to review draft recommendations
-  Final report and recommendations

 NJTPA
NORTH JERSEY
TRANSFORMATION
PLANNING AUTHORITY

Bayonne/Greenville/Journal Square Bus Rapid Transit Study

Thank You!!

www.bayonnejerseycitybrt.com
feedback@bayonnejerseycitybrt.com



Bayonne/Greenville/Journal Square Bus Rapid Transit Study

Memorandum (DRAFT)

To: Megan Massey, PP/AICP

Date: June 4, 2013

From: Joseph E. Barr, Parsons Brinckerhoff
Marlene B. Pissott, InGroup, Inc.

Re: Meeting Title: Bayonne / Greenville / Journal Square BRT Study
Public Meeting

Meeting Date: **Wednesday, May 29, 2013 from 6:00pm – 8:00p.m.**
Bayonne Municipal Building – City Council Chambers
630 Avenue C, Bayonne, NJ 07002

cc: Parsons Brinckerhoff Consultant Team

The Bayonne/Greenville/Journal Square Bus Rapid Transit (BRT) Study is exploring ways to improve bus service between Bayonne and Journal Square by enhancing public transportation opportunities for daily commuters.

The study team held a final public meeting on May 29th from 6:00 pm to 8:00 pm at the Bayonne Municipal Building, City Council Chamber, located at 630 Avenue C, Bayonne to provide an opportunity for the public to learn about BRT, transit technologies, and the study results, as well as the chance to provide input on potential routes for a BRT service.

This memorandum summarizes the final public meeting. The registration sign in from the meeting is attached and has been archived as part of the meeting record.

After an initial open house where members of the public could review boards detailing the project and ask the project team questions, Megan Massey from Hudson County Division of Planning opened the session by welcoming everyone and introduced Joseph Barr from Parson Brinckerhoff who made a presentation.

The majority of the public meeting was centered on a PowerPoint presentation that followed the format detailed below with limited questions and comments from the audience. Participants were encouraged to offer their comments and suggestions

throughout the presentation:

- Welcome and Introductions
- Study Overview and Update
 - recap of study goals
 - study area and tasks
 - definition and features of BRT
 - examples of BRT systems
- Evaluation of Potential Routes
- Highest-Ranked Bus Rapid Transit Corridor
- Proposed Recommended Package of BRT Improvements
- Next Steps and Study Completion

A copy of the public presentation and scans of any written comments are included in the appendix to this memo. The public presentation has been posted to the study website for public access.

The meeting was concluded with Q & A. Joseph Barr mentioned the final report will be issued over the summer.

Comments/suggestions/feedback from those in attendance:

Comment from attendee: Bus stops along 8th Street are a concern. Route 10 bus should be an express bus.

Comment from attendee: We like Route 81 and the express service provided by the 81X. It has been working fine for more than four decades.

Question from attendee: What routing adjustments around Journal Square? Are you going to reduce stop spacing?

Response: We are looking at streamlining stops, and also make a slight route change around Journal Square to provide faster access to the bus terminal.

Comment from J. Ryan: From the beginning, I've suggested to "bring back the Bayonne Express" which can make all stops in Bayonne but then go express in Jersey City. There are also destinations on Kennedy Boulevard that residents would want to get to.

Response: This option was considered by the team, but there was a goal to develop a BRT service that connects both communities, particularly since Bayonne residents have expressed a desire to be able to travel to destinations in Jersey City other than Journal Square, including the post-secondary institutions.

Question from attendee: If you give a signal priority, will that cause more accidents and more ticket penalties?

Response: No, it should not, since all normal safety factors are preserved and signal priority is generally not visible to the user.

Question from attendee: Is the presentation online?

Response: The presentation will be made available online in the days following the meeting (this was done the day after the meeting).

Comment from S. Mack: We started with five different routes and received strong feedback from three different colleges that required access to transportation to service transit-dependent students.


Comment from J. Fussa: Is there anything in this study that precludes NJ TRANSIT from adding or changing (budget) funding in the future? What benefits are there for residents in the study area?

Response: No, there is nothing that would preclude that in the future. Major benefit is an improved ability to travel reliably within the community and have a service that meets the needs of local residents.





Comment from attendee: We hope you can develop a "MetroCard" to use instead of cash.

Action Items:


- Update the website with past meeting dates under the Public Outreach tab. (Completed)
- Update the website with the Public Meeting Presentation (completed)




Bayonne/Greenville/Journal Square Bus Rapid Transit Study



Public Meeting
City of Bayonne – City Hall
May 29, 2013


Bayonne/Greenville/Journal Square
Bus Rapid Transit Study



Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

NJTPA


Agenda


- Study Overview and Update**
 - Study area and tasks
 - Recap of study goals
 - Definition of BRT and Features of BRT
 - Examples of BRT systems
- Corridor Analysis**
 - Overall corridor options
 - Analysis matrix
 - Highest ranked corridor
- Potential BRT Features**
 - Improving speed and reliability
 - Improving attractiveness and ease of use

Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

NJTPA


Study Area



 Bayonne/Greenville/Journal Square
Bus Rapid Transit Study


Study Tasks

- Task 1-Project Management
- Task 2-Public Outreach
- Task 3-Data Collection
- Task 4-Needs & Opportunities
- Task 5-Model Development & Screening of Concepts
- Task 6-Draft Recommendations
- Task 7/8-Draft / Final Report

 Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Study Goals

- Assess the need and opportunities for Bus Rapid Transit
 - Match mobility needs and proposed transit improvements
 - Contrast benefits and costs
 - Balance short term and longer-term improvements, and consider phasing of improvements
 - Document supporting improvements and future steps
 - Consider right-of-way ownership
- Explore transit linkages
 - Address relationship to Hudson-Bergen Light Rail, including Route 440 extension
 - Address relationship to existing bus routes
 - Address relationship to jitney services
- Address the full range of infrastructure needs
- Have a robust, two-way public process
- Connect with other ongoing studies



Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Definition of BRT

- Flexible, integrated, high performance system with a quality image and a strong brand identity
- Essential Elements:
 - Speed
 - Reliability
 - Attractiveness/Customer Convenience
- Package of improvements must be robust enough to create a meaningful improvement in travel experience



Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Existing BRT Examples




- GoBus (New Jersey)
- Select Bus (NYC)
- HealthLine (Cleveland)
- EmX (Oregon)
- Silver Line (Boston)
- Metro Rapid (Los Angeles)
- Orange Line (Los Angeles)
- RAPID (Reno)

Features of BRT




- Bus Lanes
- Signal Priority
- Enhanced Stations
- Level Boarding
- Improved Fare Collection
- Branding
- Enhanced Service Plan
- Improved Vehicles
- Real-Time Information

Avenue C Corridor




Journal Square
Transportation Center

Number of Lanes	4
Speed Limit	25 mph
Pavement Width	60 feet
On-Street Parking	Yes
Sidewalks	Yes



Bayonne/Greenville/Journal Square Bus Rapid Transit Study

Kennedy Boulevard Corridor




Journal Square Transportation Center

Number of Lanes	4
Speed Limit	25 mph
Pavement Width	60 feet
On-Street Parking	Yes
Sidewalks	Yes



Bayonne/Greenville/Journal Square Bus Rapid Transit Study

Route 440 Corridor




Journal Square Transportation Center

Number of Lanes	4
Speed Limit	40 - 50 mph
Pavement Width	24 feet in each direction
On-Street Parking	No
Sidewalks	No



Bayonne/Greenville/Journal Square Bus Rapid Transit Study

West Side Avenue Corridor




Journal Square Transportation Center

Number of Lanes	2
Speed Limit	25 mph
Pavement Width	39 feet
On-Street Parking	Yes
Sidewalks	Yes



Bayonne/Greenville/Journal Square Bus Rapid Transit Study

Bergen Avenue Corridor




Journal Square Transportation Center

Number of Lanes	2-south of McGinley Sq. 4-north of McGinley Sq.
Speed Limit	25 mph
Pavement Width	29'-35'-south of McGinley Sq. 60'-north of McGinley Sq.
On-Street Parking	Yes
Sidewalks	Yes



**Bayonne/Greenville/Journal Square
Bus Rapid Transit Study**

MLK Drive Corridor




Journal Square
Transportation Center

Number of Lanes	2
Speed Limit	25 mph
Pavement Width	35 feet
On-Street Parking	Yes
Sidewalks	Yes

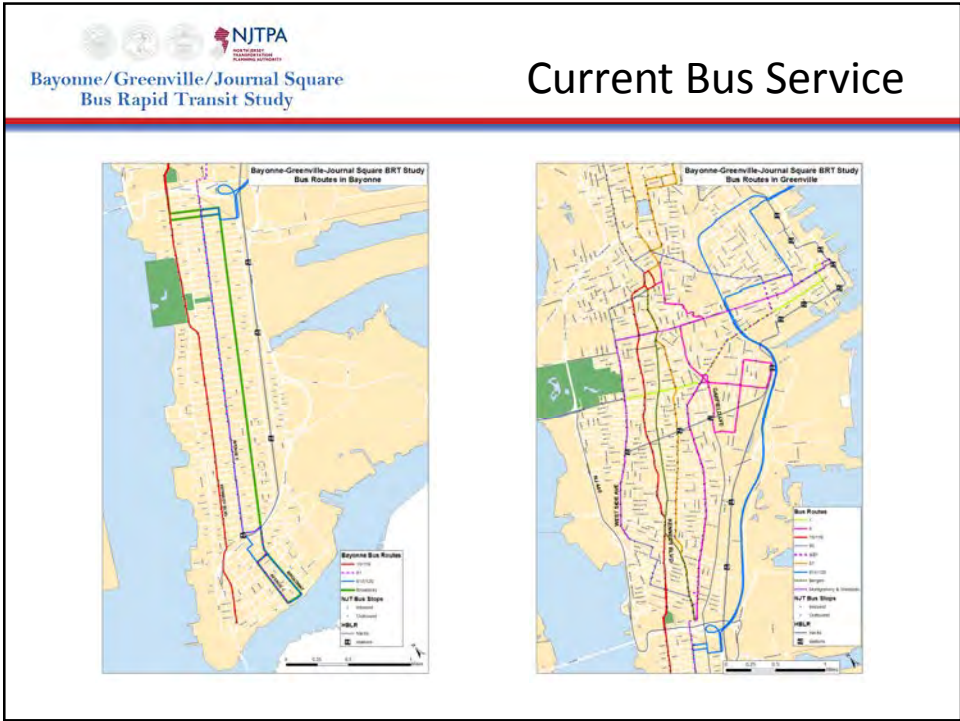

**Bayonne/Greenville/Journal Square
Bus Rapid Transit Study**

Ocean Avenue Corridor



Journal Square
Transportation Center

Number of Lanes	2
Speed Limit	25 mph
Pavement Width	35-41
On-Street Parking	Yes
Sidewalks	Yes






**Bayonne/Greenville/Journal Square
Bus Rapid Transit Study**

Evaluation Matrix

Transit Demand	<ul style="list-style-type: none"> Existing transit ridership on corridor bus routes
Transit Connections	<ul style="list-style-type: none"> Number of connecting transit services (all routes connect to PATH)
Directness to Journal Square	<ul style="list-style-type: none"> Distance from Bayonne to Journal Square
Congestion Factors	<ul style="list-style-type: none"> Difference in peak and off-peak bus speeds Current congestion and traffic interference
Pedestrian Conditions	<ul style="list-style-type: none"> Existing sidewalks and crosswalks Adjacent street traffic speeds
Major Destinations Served	<ul style="list-style-type: none"> Schools, universities, parks, shopping areas, and other community facilities
Bus Bulb / Raised Boarding Potential	<ul style="list-style-type: none"> Space for other vehicles to pass buses stopped at stops/stations
Bus Lane / Queue Jump Potential	<ul style="list-style-type: none"> Space for creating exclusive right-of-way for buses (parking lanes, turns lanes, travel lanes)
Signal Priority Potential	<ul style="list-style-type: none"> Potential to take time from cross street traffic Works best where there is queue jump potential




**Bayonne/Greenville/Journal Square
Bus Rapid Transit Study**

Evaluation Matrix


Primary Corridor	Transit Demand	Transit Connections	Directness to Journal Square	Congestion Factors	Pedestrian Conditions	Major Destinations Served	Bus Bulb / Raised Boarding Potential	Bus Lane / Queue Jump Potential	Signal Priority Potential	Total Score
Route 440	3	2	2	4	1	2	1	3	2	15
West Side Avenue	5	5	3	2	5	3	1	1	3	18
Kennedy Boulevard	4	3	4	3	4	4	4	3	4	26
Bergen Avenue	3	3	5	2	5	5	1	1	3	22
Martin Luther King, Jr. Drive	5	5	4	1	5	4	1	1	3	19
Ocean Avenue	4	3	3	2	5	3	1	1	3	18

Corridors Selected for Further Discussion



**Bayonne/Greenville/Journal Square
Bus Rapid Transit Study**

Highest Scoring Corridors

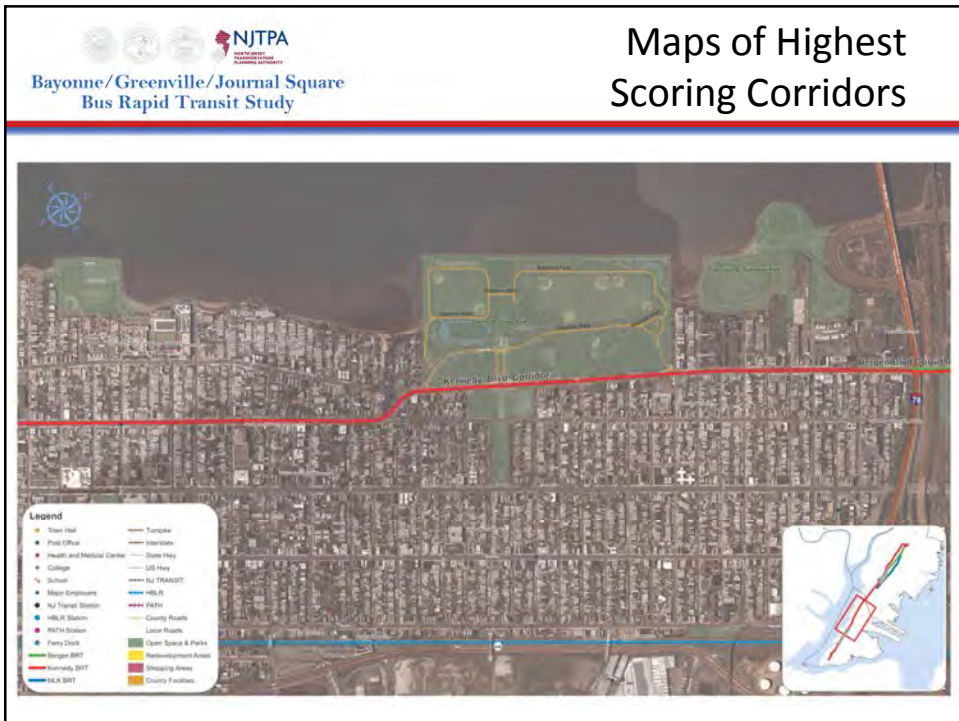


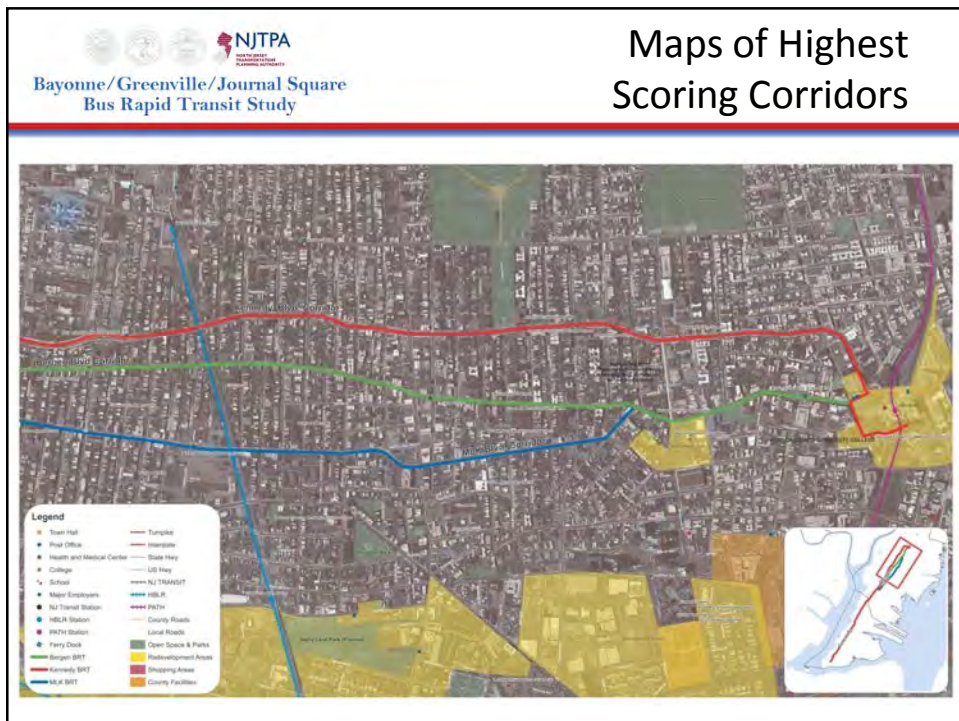
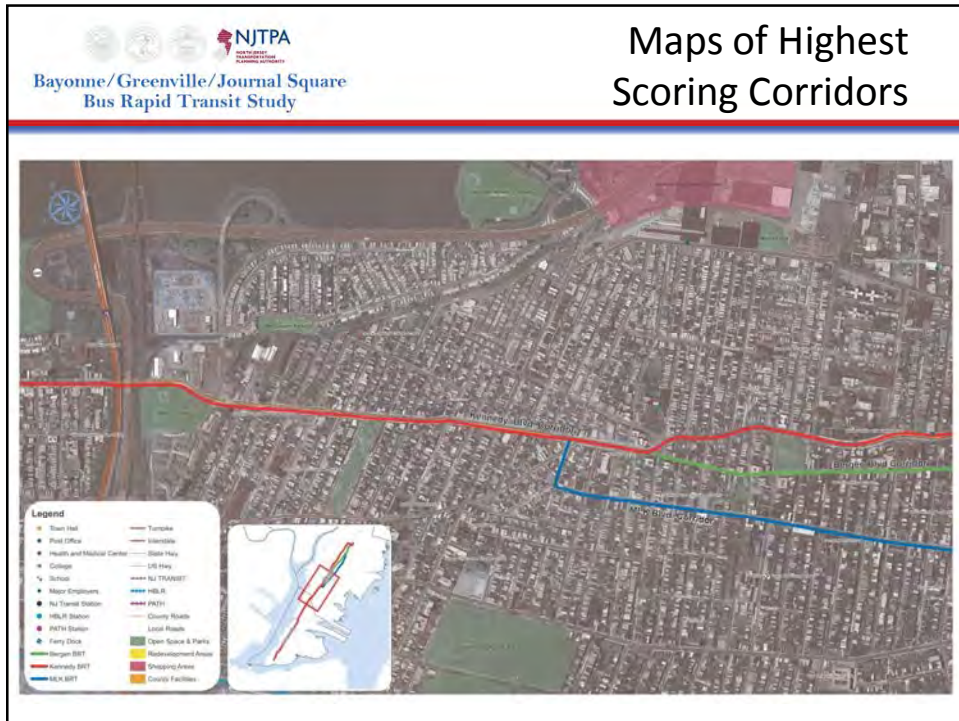
Bayonne


- Kennedy Boulevard

Jersey City

- Kennedy Boulevard
- Bergen Avenue
- MLK Drive

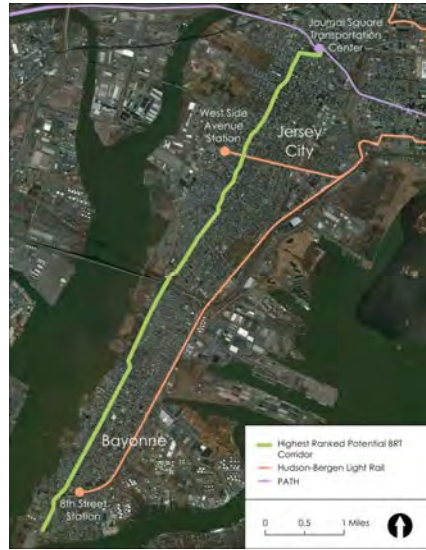






Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Highest Scoring Corridor Kennedy Boulevard




Bayonne

- Kennedy Boulevard
- Terminal location considerations

Jersey City

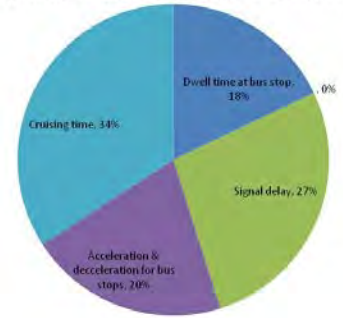
- Kennedy Boulevard
- Sip Avenue to access Journal Square bus terminal



Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

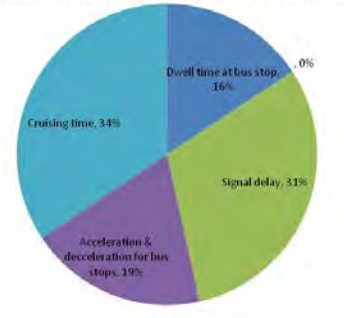
Kennedy Boulevard Time-Delay Studies

Components of Travel Time, Route 10 Southbound



Component	Percentage
Cruising time	34%
Signal delay	27%
Acceleration & deceleration for bus stops	20%
Dwell time at bus stop	18%
Other	0%

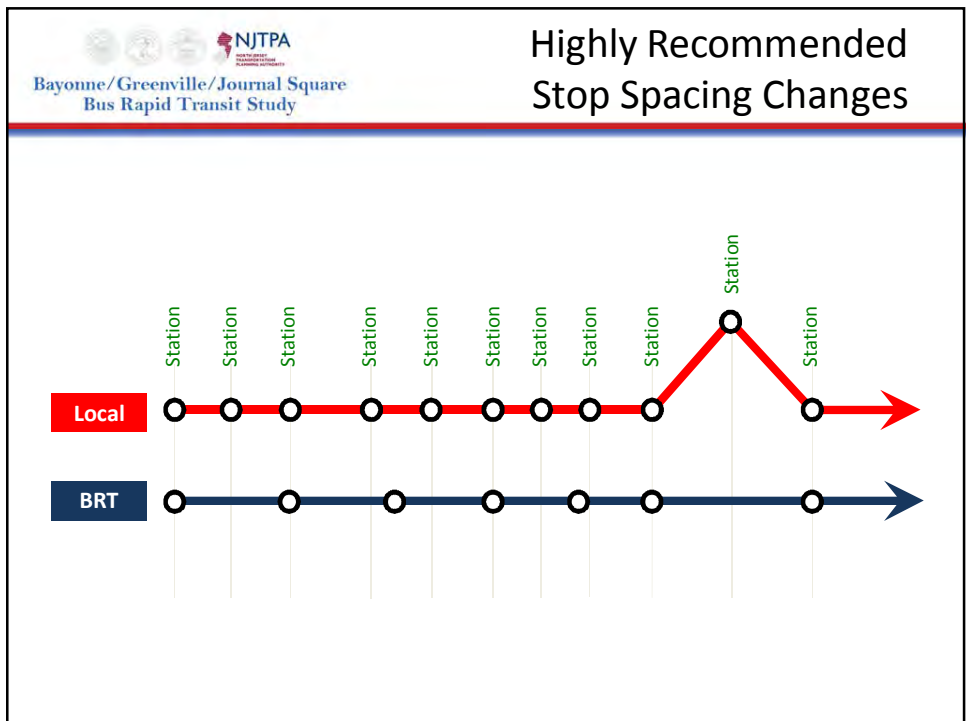
Components of Travel Time, Route 10 Northbound

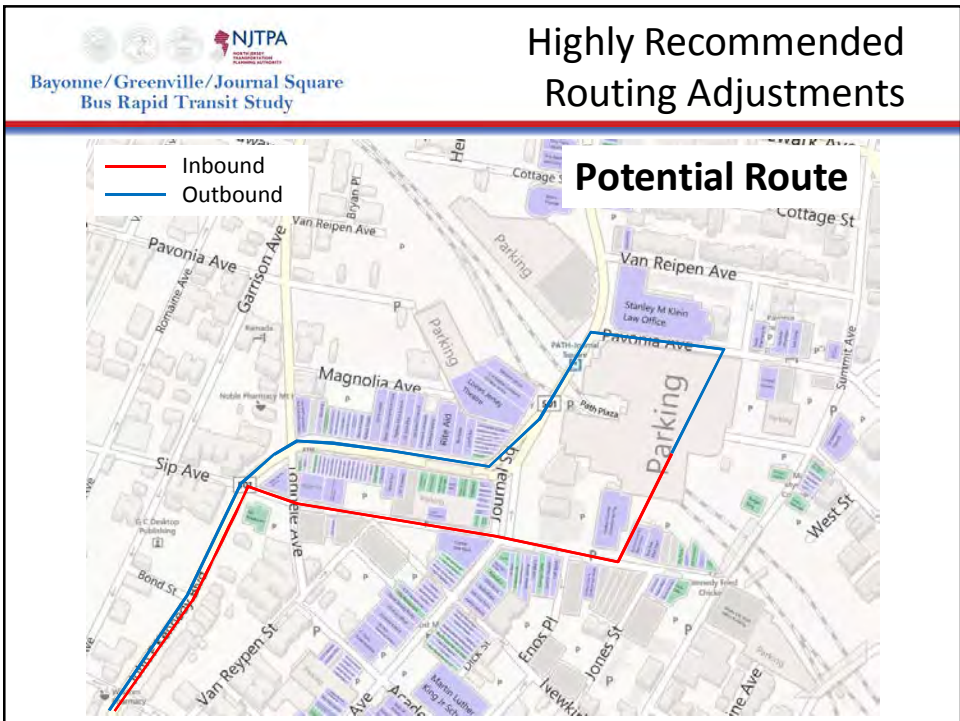
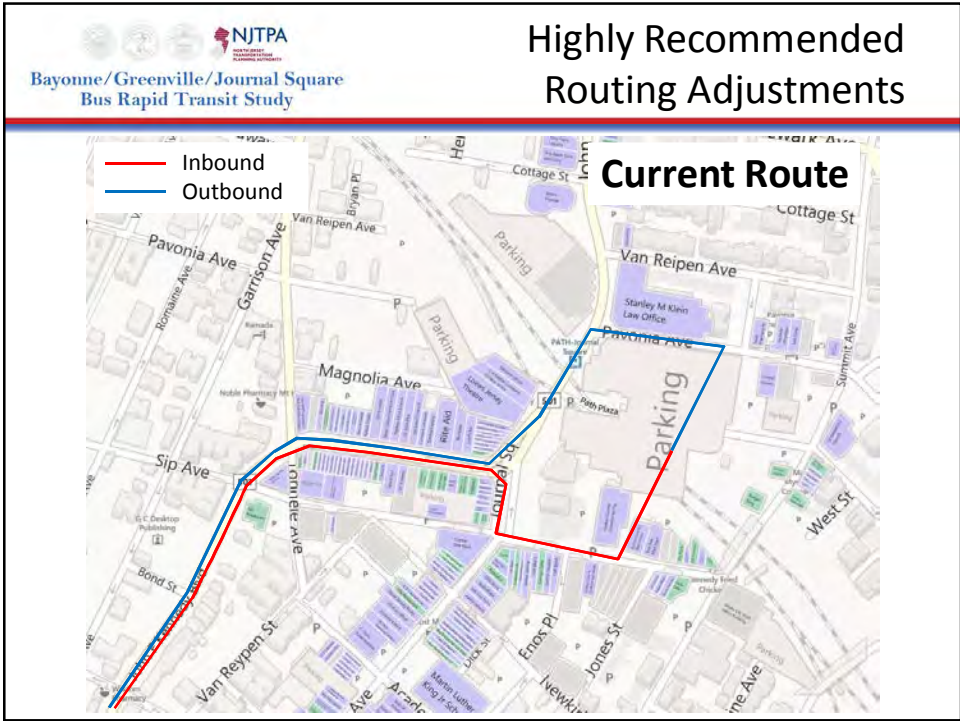


Component	Percentage
Cruising time	34%
Signal delay	31%
Acceleration & deceleration for bus stops	19%
Dwell time at bus stop	16%
Other	0%

**BRT Features
Likelihood of Inclusion**

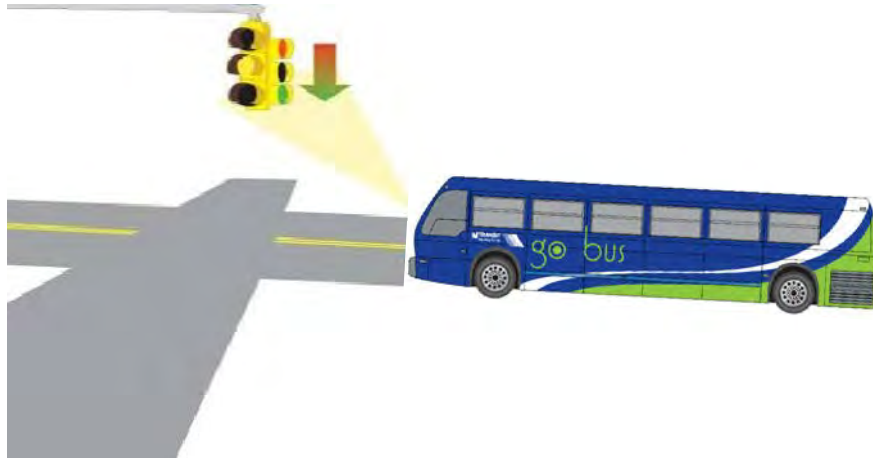
Potential BRT Feature	Speed and Reliability	Attractiveness and Ease of Use	Likelihood of Inclusion		
			High	Medium	Low
Stop Spacing Changes	x		✓		
Enhanced Frequency	x	x		✓	
Routing Adjustments	x		✓		
Continuous Bus Lanes	x				✓
Queue Jumps	x			✓	
Signal Priority	x		✓		
Improved Fare Collection	x	x		✓	
Bus Bulbs / Curb Extensions	x	x		✓	
Level Boarding	x	x			✓
Enhanced Stations		x	✓		
Real-Time Information		x	✓		
New Vehicles	x	x		✓	
System Branding		x	✓		





 NJTPA
Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Highly Recommended Signal Priority



 NJTPA
Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Highly Recommended Enhanced Stations




Highly Recommended Real Time Information




Highly Recommended System Branding




 NJTPA
Bayonne/Greenville/Journal Square
Bus Rapid Transit Study

Study Completion



Finalize potential BRT
plan and evaluate
benefits and impacts



Produce final report

 NJTPA
NORTH JERSEY
TRANSFORMATION
PLANNING AUTHORITY

Bayonne/Greenville/Journal Square Bus Rapid Transit Study

Thank You!!

www.bayonnejerseycitybrt.com
feedback@bayonnejerseycitybrt.com

Comments extracted from distributed Comment Forms to the public:

- Bus lanes in Journal Square
- Better Grove Station Hub
- Access to large parts in the area-Liberty Site
- Better access to economic hubs from Bayonne Park, Lincoln Park, Greenville to Secaucus, Journal Square, Bayonne Park, NYC, Downtown, Hoboken
- Hope this study is ongoing
- Please consider off-peak service for warehouse/shift jobs, church service hours and rush hour service
- Don't like the idea of taking away stops
- We need shelter for bus stop to keep out of bad weather-and monitors telling you when the buses is coming-and how many minutes you have to wait for a bus-and if possible make bus connecting by using bus transfers-and posted bus station signs at bus stop letting people know what bus stops here or there. Don't overcrowd the buses with people standing-we don't have any cross town buses from Greenville area.
- [illegible] admission on bus
- real time posting
- low floor boarding
- Connection to: Hoboken Ferry, Newark Penn Station
- Study needs to service transit dependent population student @ [illegible] along JFK Blvd and access to Path Journal Square
- BRT & bike lanes can be coupled nicely. Should be researched for feasibility and coordinated with local efforts for more transit & bicycle infrastructure
- Would appreciate having connection between Marion and JSQ, considering there is limited movement on PATH stop there if not, the defined study area should be re-considered and the Marion neighborhood eliminated since it will not benefit this particular community
- There no mention of a Garfield Ave bus line. We had one before- the nearest bus is on Ocean Ave, which the senior and disabled would have to walk up to Ocean Ave. There are only two Light Rail from stop. That would help a little Richard's Streets and Danford Ave.
- I think bus only lanes will be hard to implement in Hudson County in an intensive basis. I do believe that limited stops and faster payment and even traffic priority lights could be feasible
- Off-peak service improvements
- More [illegible] for travelling on weekdays and weekends
- Must be a premium service on top of local service
- Needs to connect to PATH for better service to Midtown NYC and Newark/Harrison
- We need 24/7 bus connection to the Port Authority Bus Terminal, having stops only every 10 or 15 blocks would be an inconvenience and a disaster
- Notice of next public meetings regarding Martin Luther King Jr. Drive and Bergen Avenue, because we need help on that corridor.
- Go bus @ the HUB on MLK Drive
- That a light rail stop
- Express bus to Journal Square
- Rush Hour morning and evening
- Allow passengers to purchase a bus card that could be used with various forms of transportation to avoid missing buses because a ticket must be purchased. Develop a card like the Metrocard that is used in New York

- Allow Jitneys to pick up passengers between the bus schedules. Improve Jitney service, vehicles, safety, drivers' documents, vehicle maintenance, surveillance cameras on the jitneys.
- If feasible, allow handicapped passengers to call and request that vehicles for handicapped passengers pick them up along the bus route.
- Stop in front of hospitals and clinics to accommodate sick people
- Put motion cameras on buses that allow drivers to take pictures of people who try to get on for free, so drivers don't have to argue with them
- If buses are given signal priority, drivers might have more accidents because they have a general idea of how long a light stays green. Also, they might get more tickers if the light changes to accommodate the buses that will change the lights
- Develop cards that subtract passenger fees and senior fees



Appendix: Land Use



Bayonne/Greenville/Journal Square Bus Rapid Transit Study



Contents

- Jersey City zoning map
- Bayonne zoning map
- Land use tables
- Land use maps

CITY OF JERSEY CITY

ZONING MAP

ZONING DISTRICTS

- R-1 ONE AND TWO FAMILY HOUSING
- R-1A ONE AND TWO FAMILY HOUSING
- R-1F ONE AND TWO FAMILY HOUSING
- R-2 MULTI-FAMILY ATTACHED HOUSING (4 STORIES OR LESS)
- R-3 MULTI-FAMILY MID-RISE
- R-4 MULTI-FAMILY HIGH-RISE
- H HISTORIC DISTRICTS
- OR OFFICE/RESIDENTIAL
- NC NEIGHBORHOOD COMMERCIAL
- C/A COMMERCIAL/AUTOMOTIVE
- HC HIGHWAY COMMERCIAL
- CBD CENTRAL BUSINESS DISTRICT
- U UNIVERSITY
- M MEDICAL
- G GOVERNMENT
- I INDUSTRIAL
- PI PORT INDUSTRIAL
- WPD WATERFRONT PLANNED DEVELOPMENT
- DT DESTINATION TOURISM
- C CEMETERY
- PJO PARKS/OPEN SPACE
- NJMC NEW JERSEY MEADOWLANDS COMMISSION

REDEVELOPMENT PLAN AREAS

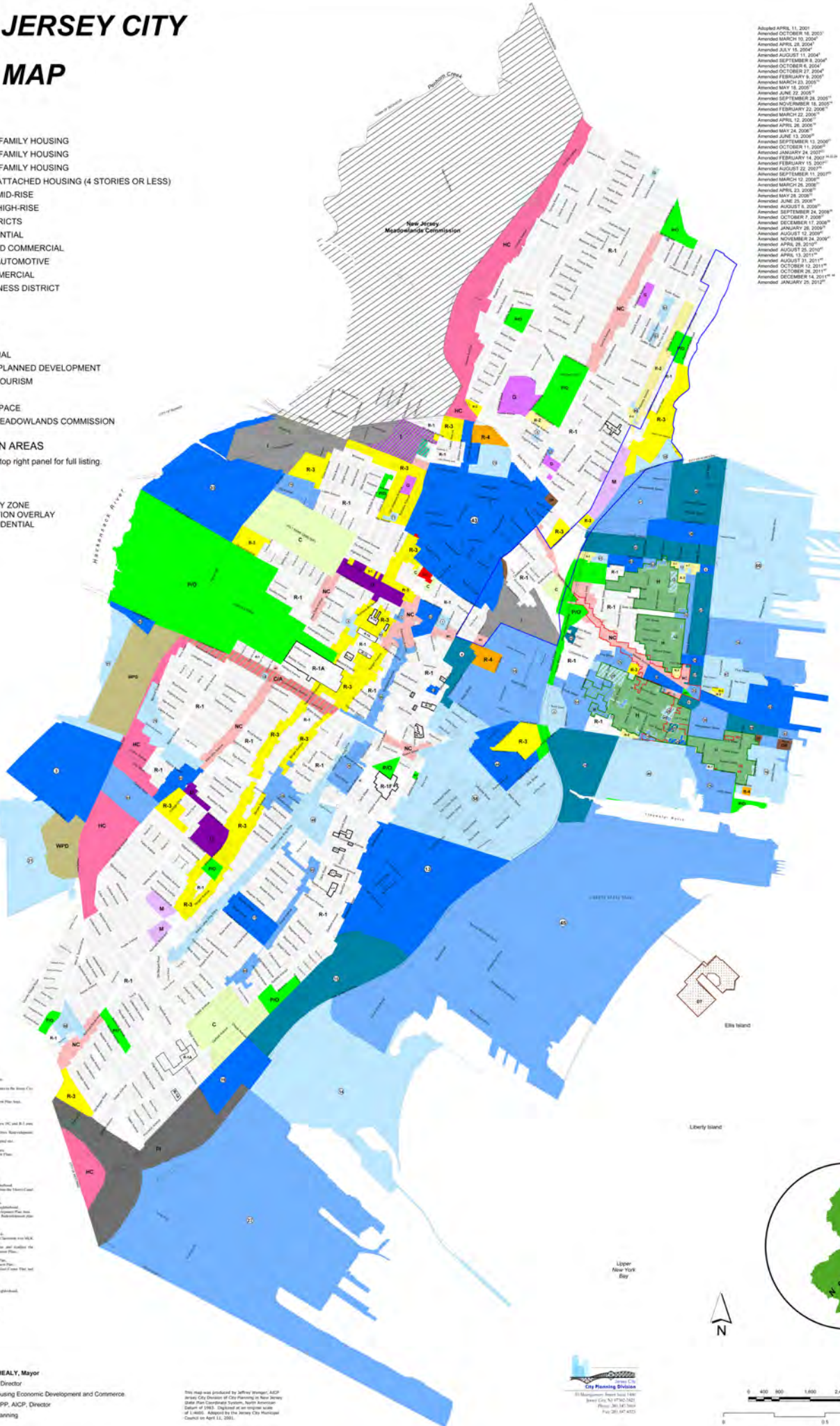
- see top right panel for full listing.

OVERLAY DISTRICTS

- HISTORIC DISTRICTS
- RESTAURANT OVERLAY ZONE
- PALISADE PRESERVATION OVERLAY
- MARION WORKS OFFICE/RESIDENTIAL
- SUBDISTRICT A
- SUBDISTRICT B

- Adopted APRIL 11, 2001
- Amended OCTOBER 18, 2001
- Amended MARCH 10, 2004
- Amended APRIL 28, 2004
- Amended JULY 15, 2004
- Amended AUGUST 11, 2004
- Amended SEPTEMBER 9, 2004
- Amended OCTOBER 6, 2004
- Amended OCTOBER 27, 2004
- Amended FEBRUARY 9, 2005
- Amended MARCH 23, 2005
- Amended MAY 18, 2005
- Amended JUNE 22, 2005
- Amended SEPTEMBER 28, 2005
- Amended NOVEMBER 18, 2005
- Amended FEBRUARY 22, 2006
- Amended MARCH 22, 2006
- Amended APRIL 12, 2006
- Amended MAY 24, 2006
- Amended JUNE 13, 2006
- Amended OCTOBER 13, 2006
- Amended JANUARY 24, 2007
- Amended FEBRUARY 15, 2007
- Amended FEBRUARY 15, 2007
- Amended AUGUST 12, 2007
- Amended SEPTEMBER 11, 2007
- Amended MARCH 28, 2008
- Amended MAY 28, 2008
- Amended JUNE 25, 2008
- Amended AUGUST 8, 2008
- Amended SEPTEMBER 24, 2008
- Amended OCTOBER 7, 2008
- Amended JANUARY 28, 2009
- Amended FEBRUARY 11, 2009
- Amended FEBRUARY 11, 2009
- Amended AUGUST 25, 2010
- Amended AUGUST 25, 2010
- Amended OCTOBER 12, 2011
- Amended OCTOBER 26, 2011
- Amended JANUARY 25, 2012

- ### REDEVELOPMENT PLAN AREAS
- 1 Arroyo Street
 - 2 Bates Street
 - 3 Belmont Street
 - 4 Blanton Avenue
 - 5 Bala Street
 - 6 Broad Street
 - 7 Broad Street
 - 8 Broad Street
 - 9 Broad Street
 - 10 Bright Street
 - 11 Canal Center
 - 12 Cambridge and North
 - 13 Canal Center
 - 14 Canal Front
 - 15 Canal Street
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- 1. Amended to add the Hudson Gateway Redevelopment Plan Area.
- 2. Amended to add the Hudson Gateway Redevelopment Plan Area.
- 3. Amended to add the Hudson Gateway Redevelopment Plan Area.
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- 59. Amended to add the Hudson Gateway Redevelopment Plan Area.
- 60. Amended to add the Hudson Gateway Redevelopment Plan Area.

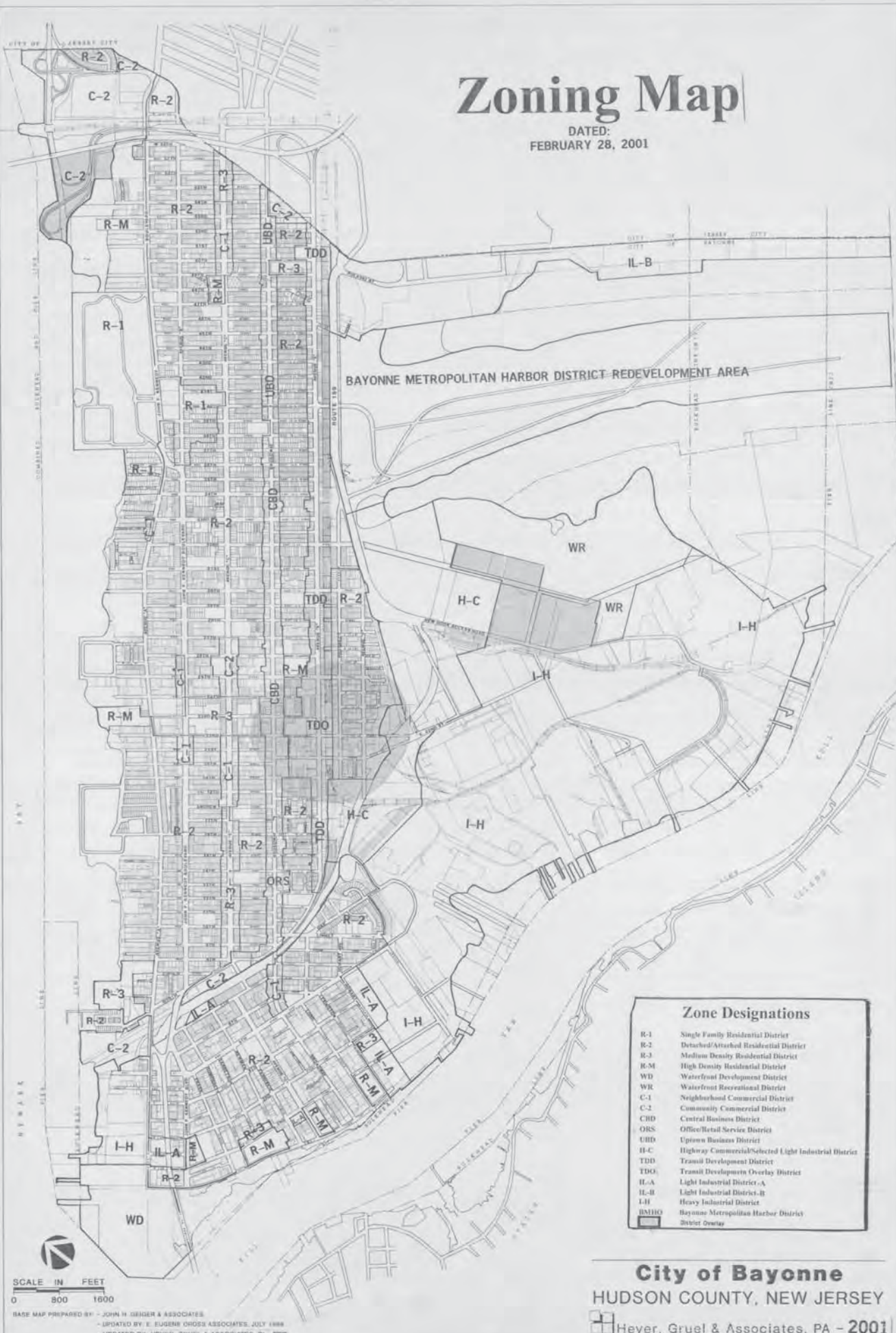
JERRAMAH T. HEALY, Mayor
Carl S. Casplick, Director
Department of Housing Economic Development and Commerce
Robert D. Collier, PP, AICP, Director
Division of City Planning

This map was produced by Jeffrey Hwang, AICP
Senior City Planner in the Division of City Planning in New Jersey
State Capital Center, North Brunswick
District of 1903. Digitized at an expense of
\$1,000. Adopted by the Jersey City Municipal
Council on April 11, 2001.



Zoning Map

DATED:
FEBRUARY 28, 2001



Zone Designations	
R-1	Single Family Residential District
R-2	Detached/Attached Residential District
R-3	Medium Density Residential District
R-M	High Density Residential District
WD	Waterfront Development District
WR	Waterfront Recreational District
C-1	Neighborhood Commercial District
C-2	Community Commercial District
CBD	Central Business District
ORS	Office/Retail Service District
UBD	Uplown Business District
H-C	Highway Commercial/Selected Light Industrial District
TDD	Transit Development District
TDO	Transit Development Overlay District
IL-A	Light Industrial District - A
IL-B	Light Industrial District - B
I-H	Heavy Industrial District
BMHD	Bayonne Metropolitan Harbor District
	District Overlay

SCALE IN FEET
0 800 1600

BASE MAP PREPARED BY: JOHN H. GENDER & ASSOCIATES
- UPDATED BY: E. EUGENE CROSS ASSOCIATES, JULY 1988
- UPDATED BY: HEYER, GRUEL & ASSOCIATES, PA 2001

City of Bayonne
HUDSON COUNTY, NEW JERSEY
Heyer, Gruel & Associates, PA - 2001

C. Land Use & Zoning Data

Land Use

Table 1: Overall Study Area 2007 Land Use

Land Use	Acres	Percent of Total
Altered Lands	21.9	0.5%
Artificial Lakes	7.2	0.2%
Cemetery	129.7	3.0%
Commercial/Services	658.1	15.4%
Deciduous Brush/Shrubland	77.4	1.8%
Deciduous Forest (>50% Crown Closure)	12.7	0.3%
Deciduous Forest (10-50% Crown Closure)	27.7	0.6%
Deciduous Scrub/Shrub Wetlands	7.1	0.2%
Deciduous Wooded Wetlands	3.3	0.1%
Disturbed Wetlands (Modified)	1.4	0.0%
Herbaceous Wetlands	2.7	0.1%
Industrial	324.2	7.6%
Major Roadway	112.7	2.6%
Managed Wetland in Built-Up Maintained Recreation Area	2.7	0.1%
Military Installations	2.4	0.1%
Mixed Deciduous/Coniferous Brush/Shrubland	3.7	0.1%
Mixed Transportation Corridor Overlap Area	1.7	0.0%
Mixed Urban or Built-Up Land	34.2	0.8%
Old Field (< 25% Brush Covered)	14.3	0.3%
Other Urban or Built-Up Land	133.4	3.1%
Phragmites Dominate Interior Wetlands	2.1	0.0%
Phragmites Dominate Old Field	2.2	0.1%
Phragmites Dominate Urban Area	2.9	0.1%
Railroads	124.8	2.9%
Recreational Land	168.0	3.9%
Residential, High Density or Multiple Dwelling	2,288.9	53.7%
Stormwater Basin	1.4	0.0%
Transitional Areas	22.6	0.5%
Transportation/Communication/Utilities	72.1	1.7%
Total	4,263.57	100.0%

Source: NJDEP

Table 2: 2007 Land Use in the Ave. C Corridor

Land Use	Acres	Percent of Total
Commercial/Services	57.3	9.0%
Deciduous Brush/Shrubland	5.2	0.8%
Deciduous Forest (10-50% Crown Closure)	8.7	1.4%
Industrial	10.4	1.6%
Major Roadway	25.4	4.0%
Mixed Transportation Corridor Overlap Area	0.1	0.0%
Mixed Urban or Built-Up Land	5.2	0.8%
Other Urban or Built-Up Land	7.9	1.2%
Railroads	6.5	1.0%
Recreational Land	13.7	2.1%
Residential, High Density Or Multiple Dwelling	489.9	76.7%
Transportation/Communication/Utilities	8.6	1.3%
Total	639.0	100.0%

Source: NJDEP

Note: The corridor is measured by a 0.25 mile buffer (5 minute walk) from the center line of the roadway.

Table 3: 2007 Land Use in the NJ 440 Blvd. Corridor

Land Use	Acres	Percent of Total
Artificial Lakes	1.4	0.2%
Commercial/Services	96.6	15.0%
Deciduous Brush/Shrubland	19.2	3.0%
Deciduous Forest (>50% Crown Closure)	0.1	0.0%
Deciduous Forest (10-50% Crown Closure)	2.7	0.4%
Deciduous Scrub/Shrub Wetlands	7.1	1.1%
Herbaceous Wetlands	2.7	0.4%
Industrial	66.2	10.3%
Major Roadway	66.0	10.2%
Mixed Transportation Corridor Overlap Area	1.1	0.2%
Mixed Urban or Built-Up Land	5.1	0.8%
Old Field (< 25% Brush Covered)	2.9	0.4%
Other Urban or Built-Up Land	25.5	4.0%
Phragmites Dominate Interior Wetlands	2.1	0.3%
Railroads	17.7	2.7%
Recreational Land	38.3	5.9%
Residential, High Density or Multiple Dwelling	255.3	39.6%
Transitional Areas	9.7	1.5%
Transportation/Communication/Utilities	25.8	4.0%
Total	645.2	100.0%

Source: NJDEP

Note: The corridor is measured by a 0.25 mile buffer (5 minute walk) from the center line of the roadway.

Table 4: 2007 Land Use in the JFK Blvd. Corridor

Land Use	Acres	Percent of Total
Artificial Lakes	0.2	0.0%
Cemetery	3.4	0.2%
Commercial/Services	338.0	18.9%
Deciduous Brush/Shrubland	14.1	0.8%
Deciduous Forest (>50% Crown Closure)	1.9	0.1%
Deciduous Forest (10-50% Crown Closure)	7.7	0.4%
Deciduous Scrub/Shrub Wetlands	3.9	0.2%
Herbaceous Wetlands	1.3	0.1%
Industrial	16.4	0.9%
Major Roadway	28.4	1.6%
Mixed Deciduous/Coniferous Brush/Shrubland	1.6	0.1%
Mixed Transportation Corridor Overlap Area	0.1	0.0%
Mixed Urban or Built-Up Land	16.2	0.9%
Other Urban or Built-Up Land	21.6	1.2%
Phragmites Dominate Interior Wetlands	0.7	0.0%
Railroads	13.0	0.7%
Recreational Land	38.7	2.2%
Residential, High Density or Multiple Dwelling	1251.0	70.0%
Transitional Areas	2.2	0.1%
Transportation/Communication/Utilities	26.8	1.5%
Total	1,787.2	100.0%

Source: NJDEP

Note: The corridor is measured by a 0.25 mile buffer (5 minute walk) from the center line of the roadway.

Table 5: 2007 Land Use in the West Side Ave. Corridor

Land Use	Acres	Percent of Total
Artificial Lakes	0.3	0.0%
Cemetery	36.8	4.4%
Commercial/Services	140.0	16.8%
Deciduous Forest (>50% Crown Closure)	7.5	0.9%
Industrial	52.2	6.3%
Major Roadway	7.7	0.9%
Mixed Urban or Built-Up Land	9.2	1.1%
Other Urban or Built-Up Land	12.9	1.6%
Railroads	11.7	1.4%
Recreational Land	42.4	5.1%
Residential, High Density or Multiple Dwelling	497.1	59.7%
Transportation/Communication/Utilities	14.8	1.8%
Total	832.6	100.0%

Source: NJDEP

Note: The corridor is measured by a 0.25 mile buffer (5 minute walk) from the center line of the roadway.

Table 6: 2007 Land Use in the Bergen Ave. Corridor

Land Use	Acres	Percent of Total
Cemetery	2.5	0.3%
Commercial/Services	252.5	29.2%
Industrial	0.1	0.0%
Military Installations	2.4	0.3%
Mixed Deciduous/Coniferous Brush/Shrubland	1.7	0.2%
Mixed Urban or Built-Up Land	14.1	1.6%
Other Urban or Built-Up Land	7.8	0.9%
Railroads	8.1	0.9%
Recreational Land	6.4	0.7%
Residential, High Density or Multiple Dwelling	556.2	64.4%
Transportation/Communication/Utilities	12.1	1.4%
Total	863.8	100.0%

Source: NJDEP

Note: The corridor is measured by a 0.25 mile buffer (5 minute walk) from the center line of the roadway.

Table 7: 2007 Land Use in the MLK Dr. Corridor

Land Use	Acres	Percent of Total
Commercial/Services	146.3	23.9%
Mixed Urban or Built-Up Land	3.9	0.6%
Other Urban or Built-Up Land	10.5	1.7%
Railroads	4.6	0.8%
Recreational Land	8.3	1.4%
Residential, High Density or Multiple Dwelling	437.7	71.5%
Transportation/Communication/Utilities	1.0	0.2%
Total	612.4	100.0%

Source: NJDEP

Note: The corridor is measured by a 0.25 mile buffer (5 minute walk) from the center line of the roadway.

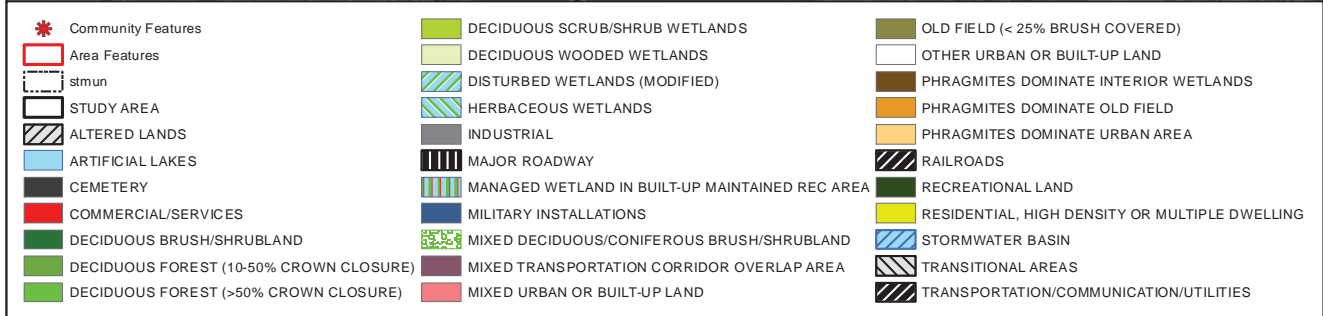
Table 8: 2007 Land Use in the Ocean Ave. Corridor

Land Use	Acres	Percent of Total
Cemetery	50.9	6.2%
Commercial/Services	119.9	14.7%
Deciduous Brush/Shrubland	7.5	0.9%
Deciduous Forest (10-50% Crown Closure)	1.0	0.1%
Industrial	12.7	1.6%
Major Roadway	18.9	2.3%
Mixed Transportation Corridor Overlap Area	0.1	0.0%
Mixed Urban or Built-Up Land	7.0	0.9%
Old Field (< 25% Brush Covered)	0.5	0.1%
Other Urban or Built-Up Land	18.1	2.2%
Railroads	12.6	1.5%
Recreational Land	20.3	2.5%
Residential, High Density or Multiple Dwelling	537.7	65.8%
Transportation/Communication/Utilities	10.1	1.2%
Total	817.2	100.0%

Source: NJDEP

Note: The corridor is measured by a 0.25 mile buffer (5 minute walk) from the center line of the roadway.

To accompany the information that is presented in Table 1 through Table 8, the project team has prepared a downloadable ZIP archive of the following digital geographic data: a shapefile of the 2007 land use/land cover that was remotely sensed by the NJDEP; a shapefile of the BRT study area that has been identified on page 10 of the County's request for proposals that is associated with this job; and, a shapefile of the 0.25 mile (i.e., a 5 minute walk) buffer of the roadway centerlines of the corridors for which BRT is under consideration.



T&M 11 Tindall Road
 Middletown, NJ 07748-2792
 Phone: 732-671-6400
 ASSOCIATES Fax: 732-671-7365

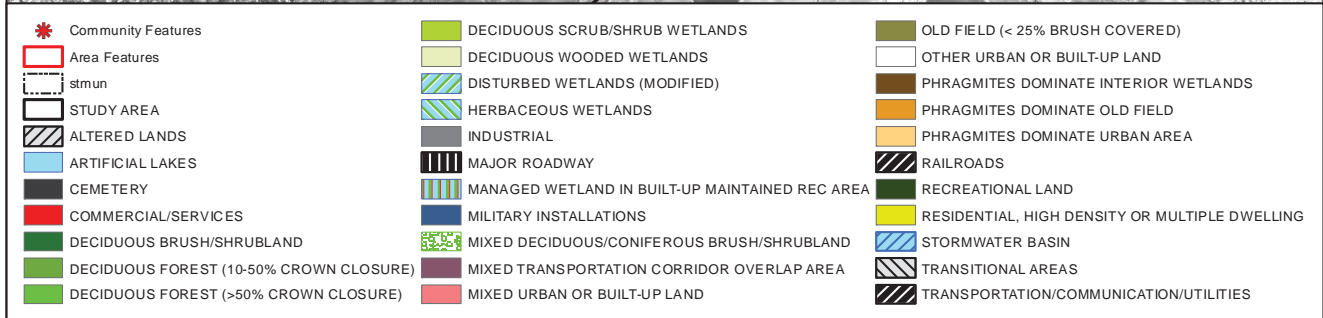
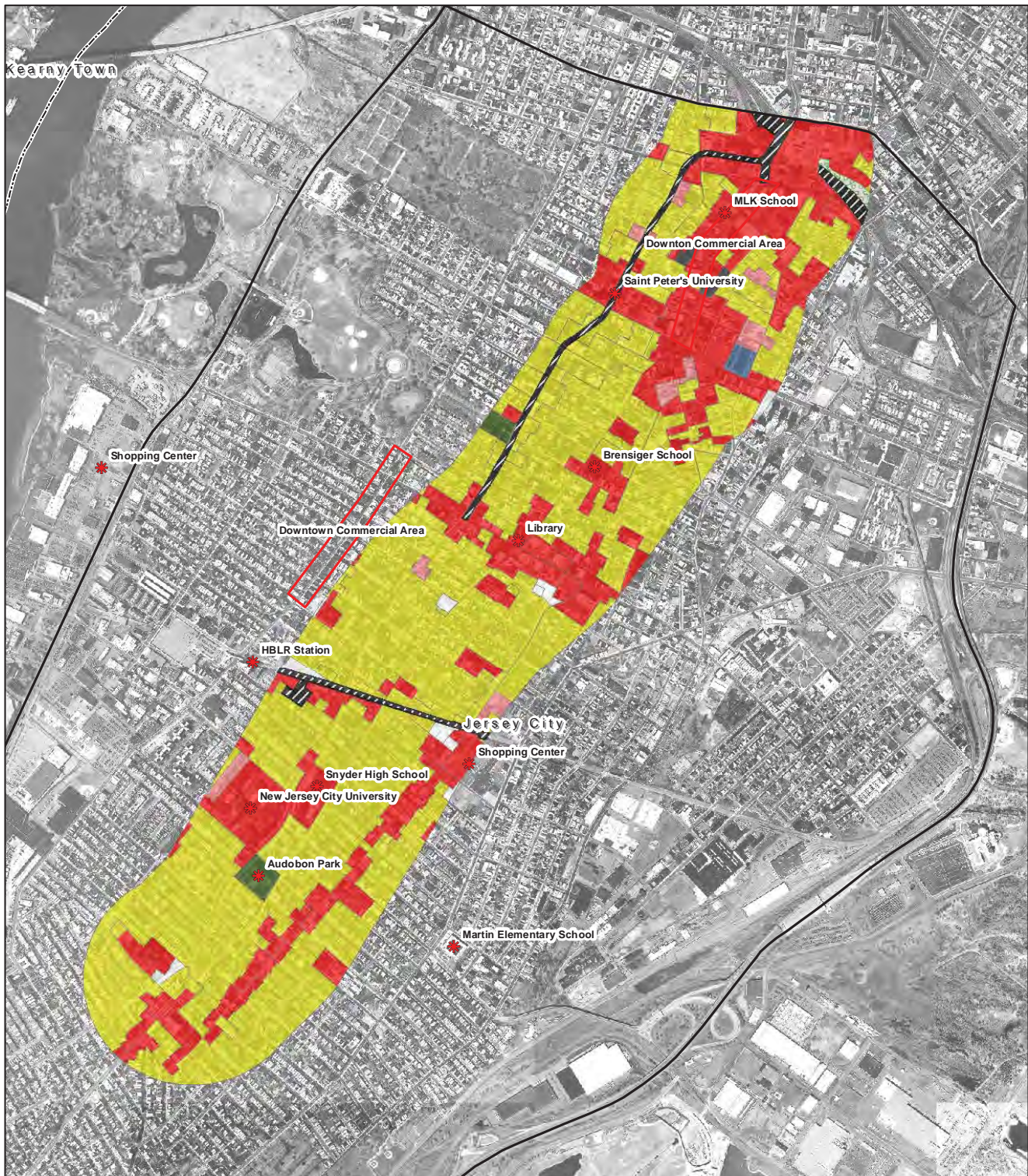


Prepared by: RED, 12-05-12
 Source: NJDEP, T&M Associates
 File Path: H:\PBWD\00030\GIS\Projects\Avenue C Land Use.mxd

Avenue C Land Use Bayonne & Jersey City BRT Study Hudson County, New Jersey



NOTE: This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not State-authorized.



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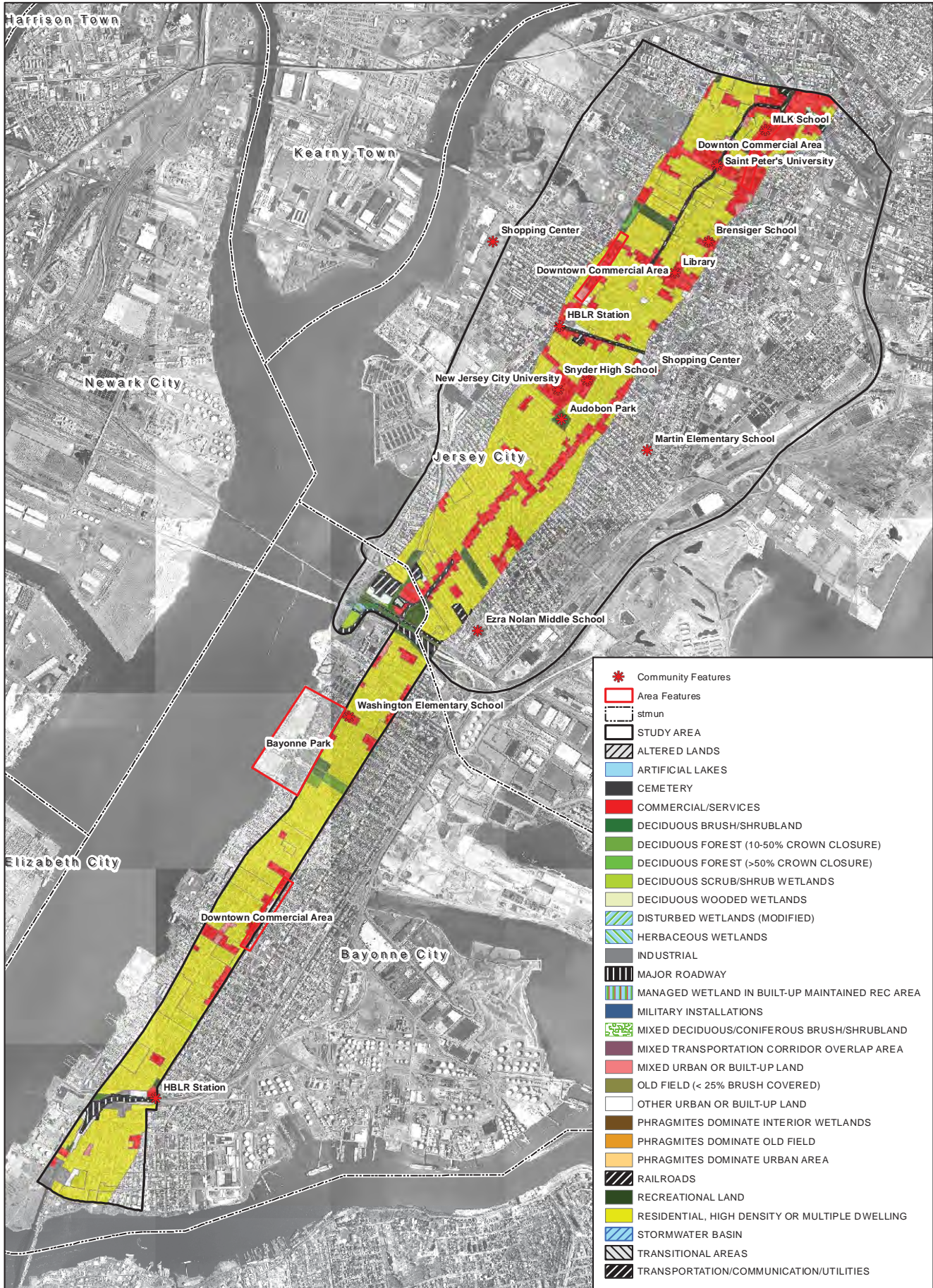


Prepared by: RED, 12-05-12
 Source: NJDEP, T&M Associates
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Bergen Avenue Land Use Bayonne & Jersey City BRT Study Hudson County, New Jersey



NOTE: This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not State-authorized.



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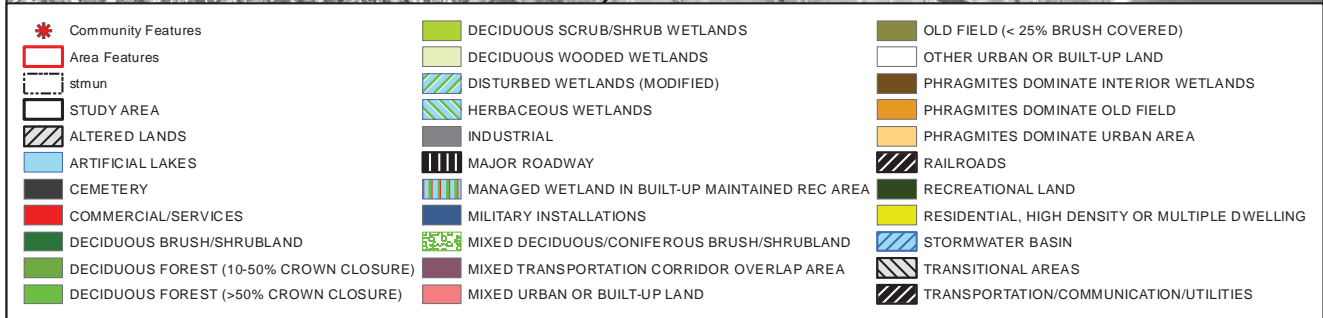
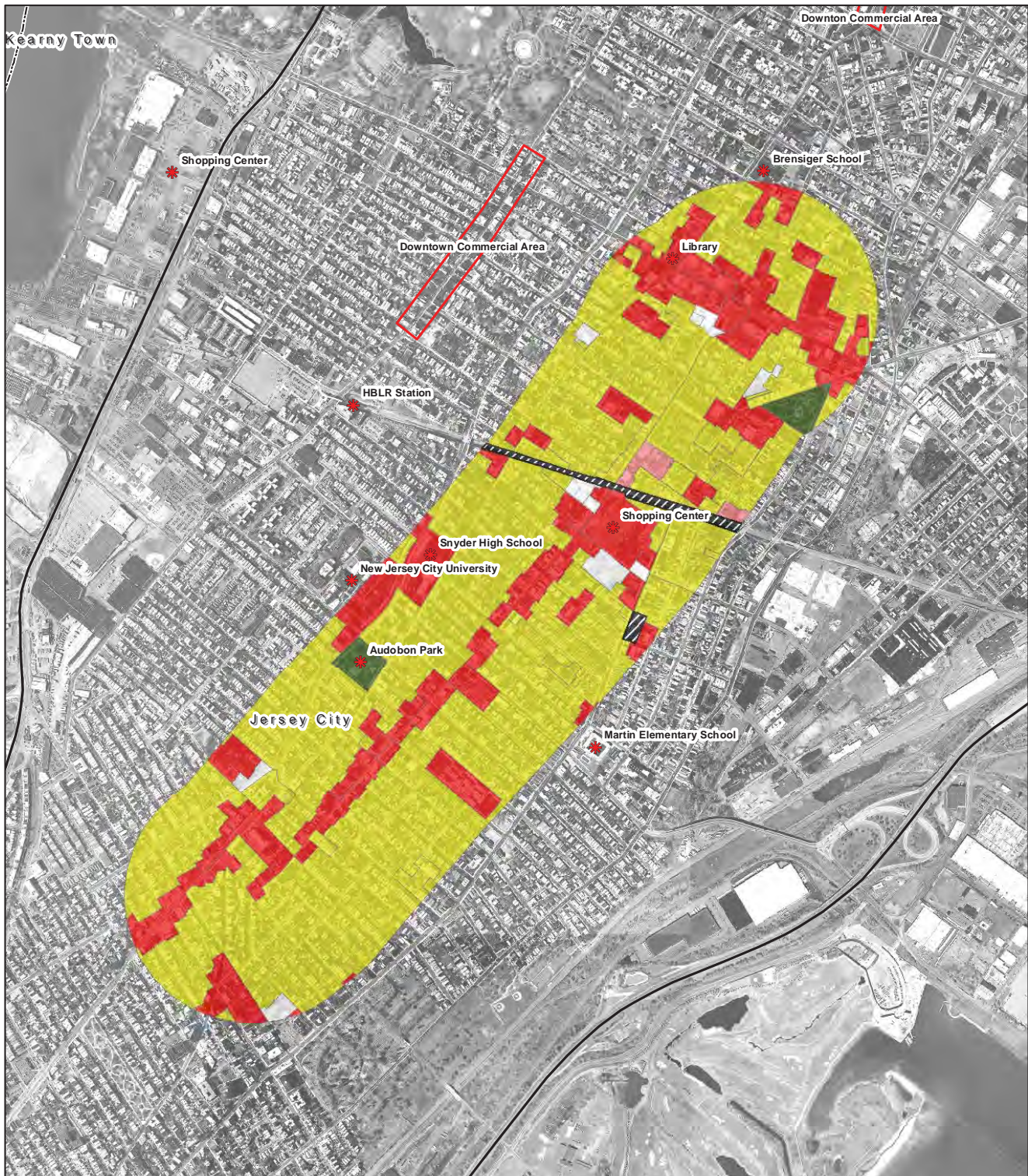
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Prepared by: RED, 12-05-12
 Source: NJDEP, T&M Associates
 File Path: H:\PBWD\00030\GIS\Projects\JFK Blvd Land Use.mxd

**JFK Boulevard Land Use
 Bayonne & Jersey City BRT Study
 Hudson County, New Jersey**



NOTE: This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not State-authorized.



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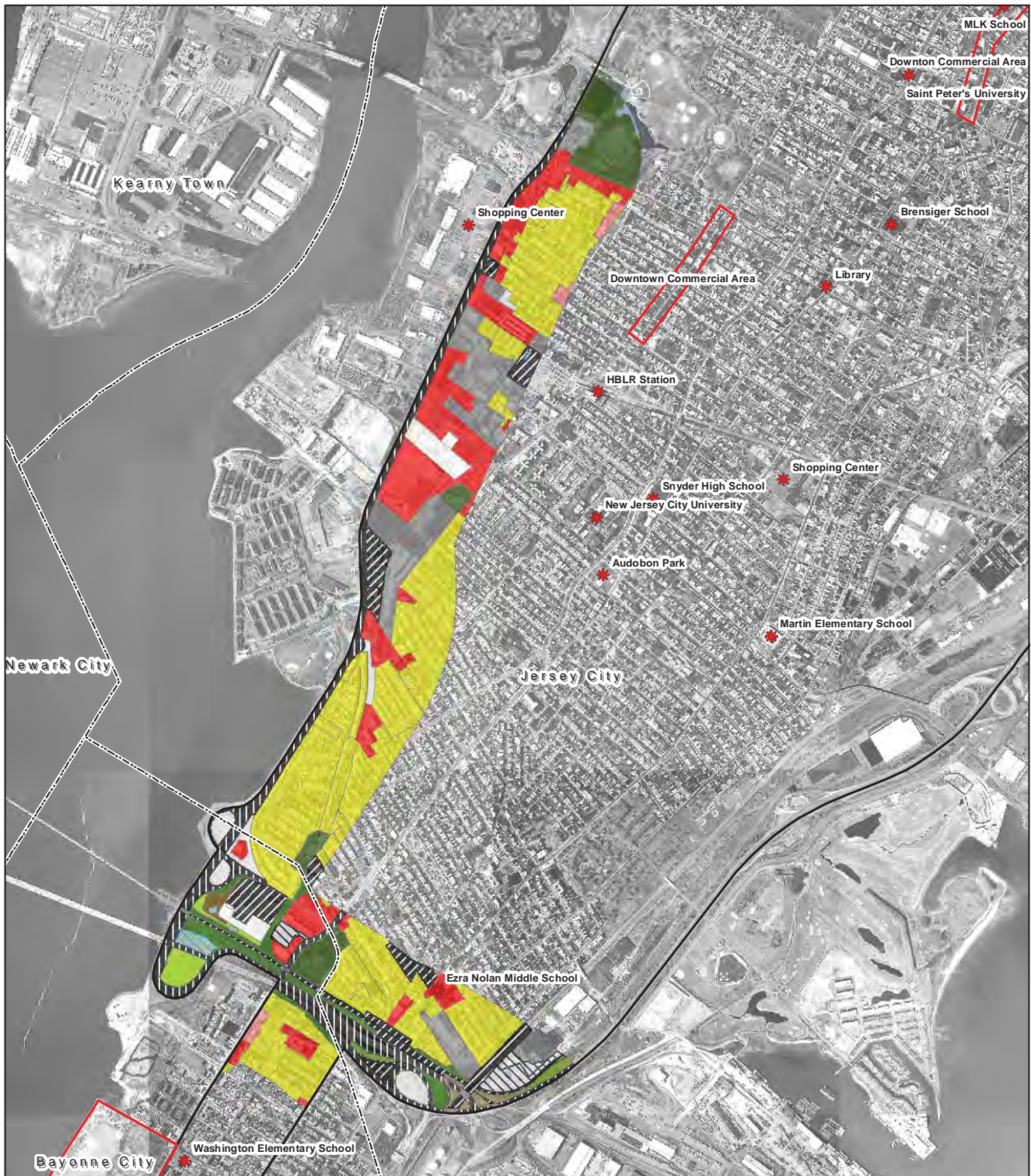


Prepared by: RED, 12-05-12
 Source: NJDEP, T&M Associates
 File Path: H:\PBWD\00030\GIS\Projects\MLK JR Drive Land Use.mxd

MLK Jr Drive Land Use Bayonne & Jersey City BRT Study Hudson County, New Jersey



NOTE: This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not State-authorized.



* Community Features	DECIDUOUS SCRUB/SHRUB WETLANDS	OLD FIELD (< 25% BRUSH COVERED)
Area Features	DECIDUOUS WOODED WETLANDS	OTHER URBAN OR BUILT-UP LAND
stmun	DISTURBED WETLANDS (MODIFIED)	PHRAGMITES DOMINATE INTERIOR WETLANDS
STUDY AREA	HERBACEOUS WETLANDS	PHRAGMITES DOMINATE OLD FIELD
ALTERED LANDS	INDUSTRIAL	PHRAGMITES DOMINATE URBAN AREA
ARTIFICIAL LAKES	MAJOR ROADWAY	RAILROADS
CEMETERY	MANAGED WETLAND IN BUILT-UP MAINTAINED REC AREA	RECREATIONAL LAND
COMMERCIAL/SERVICES	MILITARY INSTALLATIONS	RESIDENTIAL, HIGH DENSITY OR MULTIPLE DWELLING
DECIDUOUS BRUSH/SHRUBLAND	MIXED DECIDUOUS/CONIFEROUS BRUSH/SHRUBLAND	STORMWATER BASIN
DECIDUOUS FOREST (10-50% CROWN CLOSURE)	MIXED TRANSPORTATION CORRIDOR OVERLAP AREA	TRANSITIONAL AREAS
DECIDUOUS FOREST (>50% CROWN CLOSURE)	MIXED URBAN OR BUILT-UP LAND	TRANSPORTATION/COMMUNICATION/UTILITIES

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 Phone: 732-671-6400
 ASSOCIATES Fax: 732-671-7365

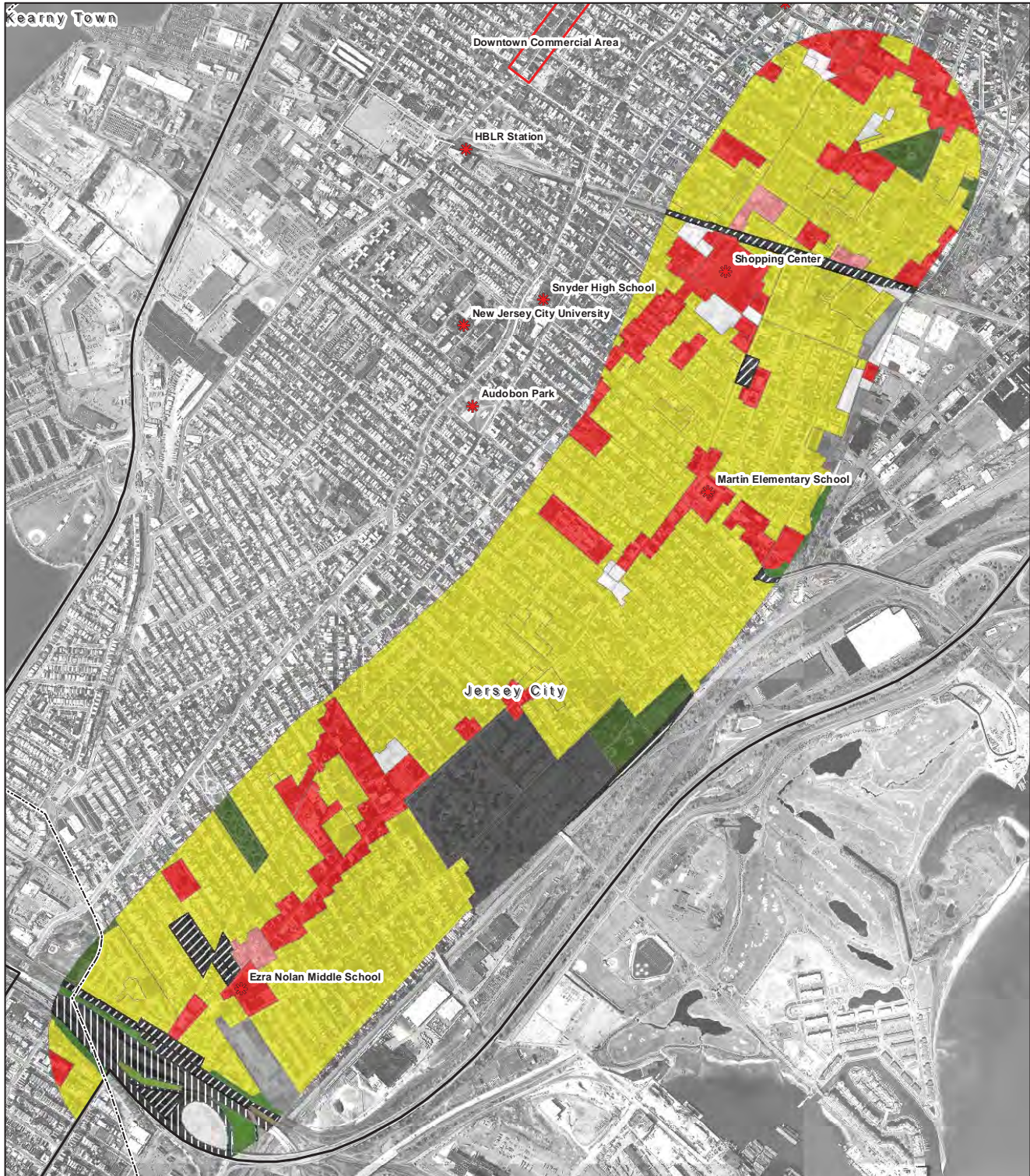


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 File Path: H:\PBWD\00030\GIS\Projects\WJ 440 Land Use.mxd

NJ Route 440 Land Use Bayonne & Jersey City BRT Study Hudson County, New Jersey



NOTE: This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not State-authorized.



Community Features	DECIDUOUS SCRUB/SHRUB WETLANDS	OLD FIELD (< 25% BRUSH COVERED)
Area Features	DECIDUOUS WOODED WETLANDS	OTHER URBAN OR BUILT-UP LAND
stmun	DISTURBED WETLANDS (MODIFIED)	PHRAGMITES DOMINATE INTERIOR WETLANDS
STUDY AREA	HERBACEOUS WETLANDS	PHRAGMITES DOMINATE OLD FIELD
ALTERED LANDS	INDUSTRIAL	PHRAGMITES DOMINATE URBAN AREA
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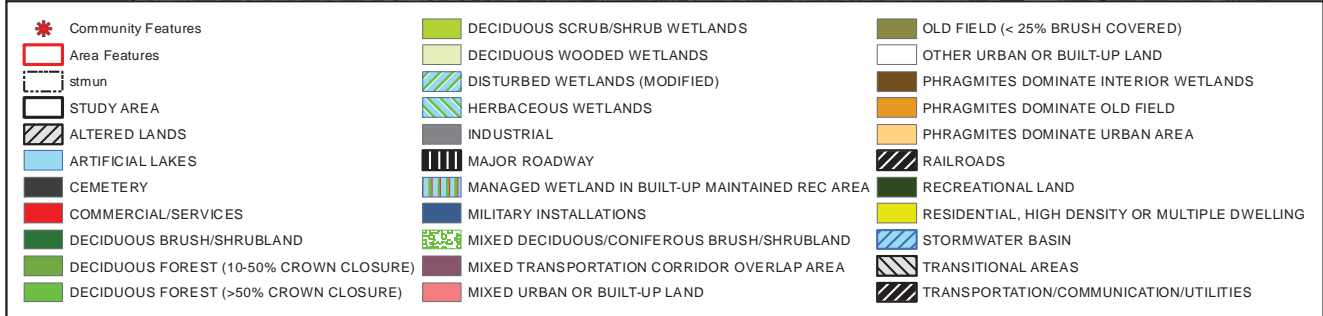
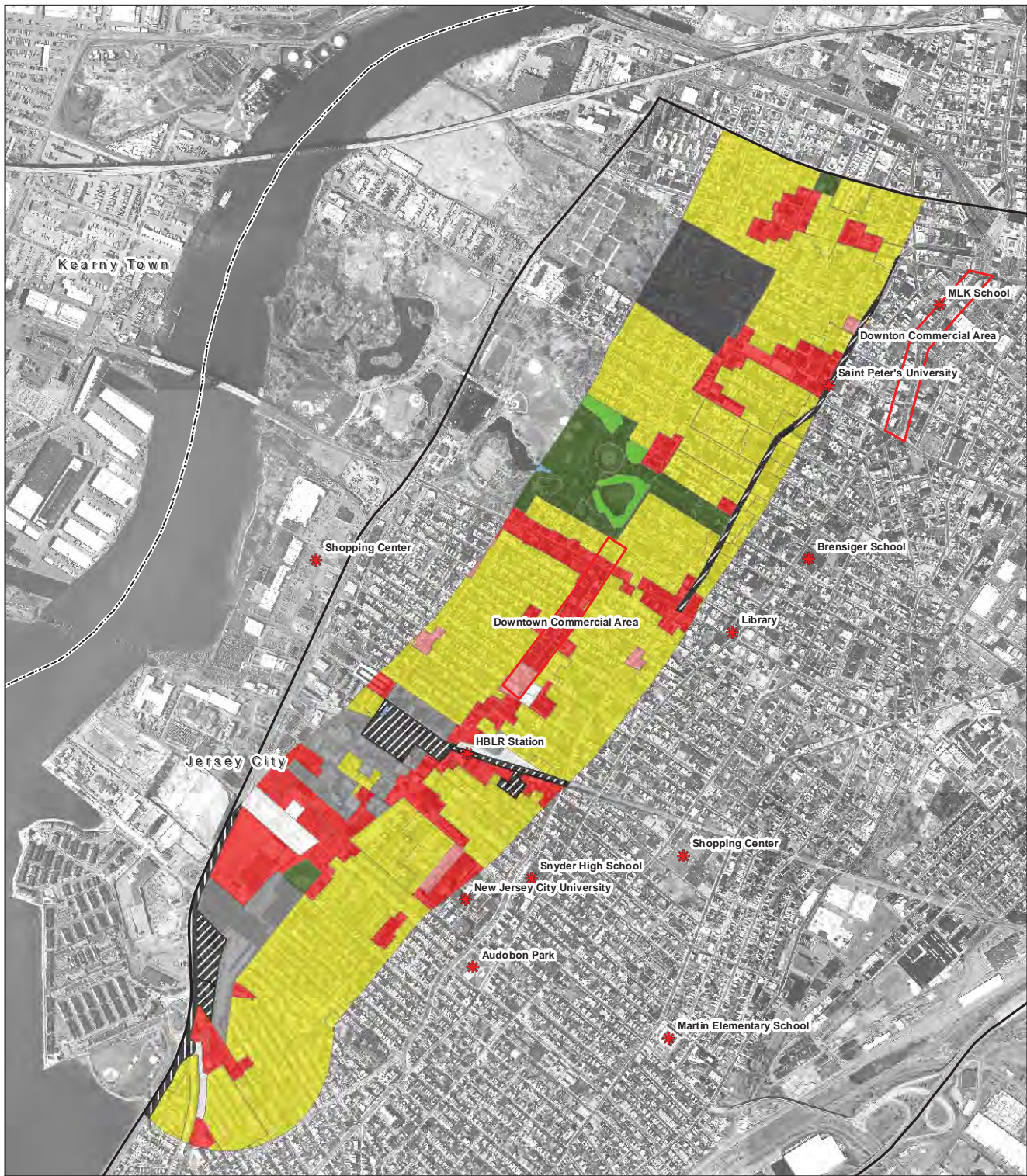


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Ocean Avenue Land Use Bayonne & Jersey City BRT Study Hudson County, New Jersey



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 Middletown, NJ 07748-2792
 Phone: 732-671-6400
 ASSOCIATES Fax: 732-671-7365



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West Side Avenue Land Use Bayonne & Jersey City BRT Study Hudson County, New Jersey



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