



# Regional Plan Association

... a research and planning agency supported by voluntary membership to promote the coordinated development of the New York-New Jersey-Connecticut Metropolitan Region.

235 East 45th Street • New York, New York 10017 • (212) 682-7750

---

## NEWS RELEASE

No. 1222  
March 6, 1974

For Information Call Sheldon Pollack  
(212) 682-7750; (212) PL 1-5748 (home)

FOR RELEASE: Sunday  
March 10, 1974

### REGIONAL PLAN SUPPORT FOR NEWARK AIRPORT RAIL SERVICE TO DEPEND ON PENN-CENTRAL CONNECTION

Association Also Calls for State or Port Authority  
Parking at New PATH Stations West of Newark

Regional Plan Association today announced opposition to the proposed extension of Port Authority Trans-Hudson (PATH) service to Plainfield and connector service to Newark Airport unless two modifications are made to assure greater use by the public:

- The Newark Airport connector should be tied in with Penn-Central service (as well as PATH), both from midtown Manhattan and from the south, at McClellan Street, Newark, to enable the maximum number of people to go by rail to the Airport and
- The State of New Jersey or the Port Authority of New York and New Jersey, operators of PATH, should assume responsibility for parking facilities at commuter stations to prevent localities from limiting parking, which would limit patronage.

Dr. John P. Keith, President of the civic planning organization, in releasing the Association's position, stated: "The public is being asked to make a major investment in rail facilities--\$210 million. We must measure the usefulness of this investment against other public transportation projects that might be financed instead.

"As now conceived, only riders from lower Manhattan and the commuters along the Newark to Plainfield rail line will find rail service to the airport convenient. All others will have to transfer to PATH and then transfer again to the special shuttle from McClellan Street PATH Station in Newark to the Airport.

"By having Penn-Central commuter trains stop at McClellan Street, travellers

from Midtown Manhattan, the Jersey shore and towns along the Penn-Central mainline in New Jersey can have similar service. This is particularly important now that we recognize the long-term implications of the energy shortage and wish to encourage the use of public transportation.

"It is unfortunate that the airport was not planned to allow direct rail access, but the possibility should still be explored. The result of piecemeal planning leaves the airport user poorly served--requiring a minimum of one transfer while carrying baggage and convenient for only a limited number of passengers. Others coming from midtown Manhattan or points south would have to transfer twice with baggage--certainly a way of discouraging use. Our recommendations would overcome this limitation while only adding marginally to cost."

In emphasizing the importance of State responsibility for parking areas, the Association pointed out that most commuters from the Plainfield corridor would arrive at PATH stations by auto or bus. "This makes it imperative to develop park and ride facilities as an integral part of the project and not to leave this responsibility entirely to the local municipalities, as is now planned. Experience too often has shown that the motivation of municipalities is to keep away automobiles belonging to rail patrons from outside the locality--not to increase rail ridership," Regional Plan warned.

#### Two Other Proposals

The Association also recommended that the Port Authority explore thoroughly the possibility of a transfer point in Harrison, New Jersey, where passengers using the Morris and Essex and Gladstone and Montclair Erie-Lackawanna trains could transfer to the airport service without going into Hoboken and back out.

By making Newark Airport more accessible to the Region's central areas for large numbers of travellers, greater benefit can be realized from the Port Authority's large investment in Newark Airport, and costly improvements to Stewart Airport, 60 miles to the north, probably can be avoided, the Association said.

A fourth recommendation is the continuation of commuter rail service west of Plainfield, running express east of Plainfield, with a bridge over or under PATH at Aldene.

The full statement filed last month with the Port Authority is attached.

#####