

A Modern LI Long Island Rail Road Expansion Project

Floral Park to Hicksville

PROJECT BENEFITS

A Better Commute Fact Sheet

Getting where you need to go with improved service

Fewer Delays

The LIRR Expansion Project will mean fewer delays for LIRR customers. Today, with only two tracks between Floral Park and Hicksville being used at capacity, a single incident or delay can severely hamper train service. Building a third track will address the delays and congestion along the Main Line that currently affect tens and even hundreds of thousands of commuters. The track will provide redundancy required to improve railroad operations, allowing trains to avoid track and signal problems and to bypass disabled equipment.

Faster Commutes

The LIRR Expansion Project is a key piece in a multi-pronged, system-wide effort that will ultimately increase the Railroad's capacity into and out of Manhattan, and speed rail travel throughout Long Island. The end result will be faster service and reduced crowding.

Bi-Directional Service

The LIRR's Main Line carries 40 percent of all riders using just two tracks, which greatly limits its ability to serve Nassau and Suffolk

Counties because both tracks must run in the same direction during peak hours in order to meet demand. This creates huge challenges for customers traveling to jobs on Long Island in the morning, customers traveling within Long Island, and customers bound for New York City at night, ultimately forcing many of them into cars. In addition to making LIRR more reliable, with faster service and fewer delays, this project will enable true bi-directional train service during peak hours for the first time.

Enhanced Intra-Island Service

Family, friends, sports teams, concerts, culture, airports, beaches, vineyards, and more will be easier to reach, no matter what time of day you're traveling or which direction you're heading.

Less Crowding

A third track will bring the flexibility needed for better train scheduling, which will help to ease crowding. Along with the Double Track Project adding a second track between Ronkonkoma and Farmingdale, more frequent service at more evenly spaced intervals will give customers more options and a better chance at finding a seat during the morning commute.

HOW AN INCIDENT ON THE MAIN LINE CAUSES SYSTEM-WIDE DELAYS

1 AM Peak Commuter Train Ronkonkoma → Penn Station

The 5:24 a.m. Ronkonkoma Branch train to Penn Station departs on time but encounters a delay-causing incident on the Main Line near Mineola. Without the additional capacity of a third track, it arrives at Penn Station at 7:08 a.m., **30 minutes late**.

2 No-Passenger Train Penn Station → Wantagh

That same train turns around and heads to Wantagh without passengers to become a Babylon Branch peak train back to Penn Station. But because of the earlier incident near Mineola, the train leaves Penn late and arrives at Wantagh **43 minutes late**.

3 AM Peak Commuter Train Wantagh → Penn Station

The train was supposed to leave Wantagh for Penn Station at 7:48 a.m., but doesn't get to depart until 8:33 a.m., 45 minutes late. It arrives at Penn Station at 9:25 a.m., **45 minutes late**.

4 System-wide Cascading Delays

Similar "cascading delays" occur on other branches throughout the LIRR system, all due to one incident in the bottlenecked Main Line corridor.

