

# **Appendix B**

## **The Existing Transportation System Elements and Deficiencies**

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## THE EXISTING TRANSPORTATION SYSTEM ELEMENTS

### 1. Rail Transportation

#### Existing Service and Ridership

There are five train stations currently serving the Town of Southampton on the Long Island Rail Road's Montauk Branch. These stations are located in Speonk, Westhampton, Hampton Bays, Southampton and Bridgehampton<sup>1</sup>. The train station stops at Quogue and Southampton College were discontinued in 1996 by the LIRR reportedly due to low ridership. Water Mill was previously closed. The entire Long Island Rail Road Service Map is shown in Figure B-1. Service on the Long Island Rail Road (LIRR) is summarized in Table B-1 and B-2. The additional summer service includes extra trains added primarily on Friday afternoons and evening in the eastbound direction and on Sundays and holidays in the westbound direction.

Leave Penn Station	Speonk	Westhampton	Hampton Bays	Southampton	Bridgehampton	Montauk
<b>Weekday</b>						
12:35 A.M.	2:47 A.M.	2:53 A.M.	3:03 A.M.	3:13 A.M.	3:21 A.M.	3:58 A.M.
7:49 A.M.	9:44 A.M.	9:50 A.M.	10:00 A.M.	10:10 A.M.	11:18 A.M.	11:53 A.M.
11:04 A.M.	1:15 P.M.	1:21 P.M.	1:31 P.M.	1:41 P.M.	1:49 P.M.	1:59 P.M.
1:54 P.M. – Friday Only	--	3:41 P.M. Friday Only	3:50 P.M. Friday Only	4:02 P.M. Friday Only	4:10 P.M. Friday Only	4:45 P.M. Friday Only
4:01 P.M. – Friday Only			--	5:59 P.M. – Friday Only	6:07 P.M. – Friday Only	6:38 P.M. – Friday Only
4:21 P.M.	6:24 P.M.	6:31 P.M.	6:41 P.M.	6:51 P.M.	7:00 P.M.	7:35 P.M.
5:10 P.M.	7:18 P.M.	7:25 P.M.	7:35 P.M.	7:45 P.M.	7:54 P.M.	8:29 P.M.
5:51 P.M.	7:51 P.M.	7:57 P.M.	8:08 P.M.	8:18 P.M.	8:27 P.M.	9:03 P.M.
7:10 P.M. – Friday Only	--	9:06 P.M. Friday Only	9:16 P.M. Friday Only	9:26 P.M. Friday Only	9:35 P.M. Friday Only	10:10 P.M. Friday Only
8:30 P.M.	10:30 P.M.	10:36 P.M.	10:46 P.M.	10:56 P.M.	11:09 P.M.	11:57 P.M.
<b>Saturday, Sunday, Holidays</b>						
12:35 A.M.	2:47 A.M.	2:53 A.M.	3:03 A.M.	3:13 A.M.	3:21 A.M.	3:56 A.M.
7:48 A.M.	9:43 A.M.	9:49 A.M.	9:59 A.M.	10:09 A.M.	10:17 A.M.	10:52 A.M.
9:48 A.M.	11:43 A.M.	11:49 A.M.	11:59 A.M.	12:09 P.M.	12:17 P.M.	12:52 P.M.
11:48 A.M.	1:42 P.M.	1:48 P.M.	1:58 P.M.	2:08 P.M.	2:27 P.M.	3:02 P.M.
8:48 P.M.	10:43 P.M.	10:49 P.M.	10:59 P.M.	11:09 P.M.	11:17 P.M.	11:52 P.M.

**Note:** There are five additional trains to Speonk during the weekday period three of which are during the weekday P.M. peak hour. There are five additional trains to Speonk Saturday, Sunday and Holidays. This schedule presents summer availability. Fewer trains are available in the off summer period.

**Table B-1  
Long Island Rail Road Summer Train Schedule -Montauk Branch, Eastbound**

<sup>1</sup> See Figures B-1 and B-2 for Station locations and connecting local bus service.

**MTA Metropolitan Transportation Authority**  
**MTA Long Island Rail Road**

**Key**

- Full Time Rail Station (black dot)
- Accessible station (black dot with red line)
- Part Time Rail Station (white dot)
- Major Transit Hub (white circle)

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FIGURE B-1  
 LONG ISLAND RAILROAD  
 SERVICE MAP

Leave Montauk	Bridgehampton	Southampton	Hampton Bays	Westhampton	Speonk	Penn Station
<b>Weekday</b>						
12:58 A.M.	1:31 A.M.	1:41 A.M.	1:51 A.M.	2:06 A.M.	2:12 A.M.	4:12 A.M.
5:39 A.M.	6:12 A.M.	6:26 A.M.	6:32 A.M.	6:41 A.M.	6:49 A.M.	8:42 A.M.
7:01 A.M.	7:39 A.M.	7:44 A.M.	7:59 A.M.	8:03 A.M.	8:11 A.M.	10:03 A.M.
11:26 A.M.	11:59 A.M.	12:09 P.M.	12:19 P.M.	12:30 P.M.	12:44 P.M.	2:56 P.M.
2:51 P.M.	3:24 P.M.	3:34 P.M.	3:44 P.M.	4:02 P.M.	4:14 P.M.	6:20 P.M.
10:38 P.M.	11:15 P.M.	11:30 P.M.	11:40 P.M.	11:50 P.M.	11:57 P.M.	2:09 A.M.
<b>Saturday, Sunday, Holidays</b>						
6:55 A.M.	7:28 A.M.	7:38 A.M.	7:48 A.M.	7:57 A.M.	8:05 A.M.	10:01 A.M.
1:23 A.M. Sundays & Holidays	1:56 A.M. Sundays & Holidays	2:12 P.M. Sundays & Holidays	2:25 P.M. Sundays & Holidays	2:35 P.M. Sundays & Holidays	2:41 P.M. Sundays & Holidays	4:32 P.M. Sundays & Holidays
3:56 P.M.	4:10 P.M.	4:26 P.M.	4:32 P.M.	4:39 P.M.	4:46 P.M.	6:33 P.M.
5:39 P.M.	6:12 P.M.	6:26 P.M.	6:32 P.M.	6:41 P.M.	6:56 P.M.	8:03 P.M.
6:28 P.M. Sundays & Holidays	7:01 P.M. Sundays & Holidays	7:12 P.M. Sundays & Holidays	--	7:32 P.M. Sundays & Holidays	--	9:23 P.M. Sundays & Holidays
7:44 P.M.	8:07 P.M.	8:18 P.M.	8:28 P.M.	8:37 P.M.	8:49 P.M.	10:33 P.M.
8:09 P.M. Sundays & Holidays	8:43 P.M. Sundays & Holidays	8:53 P.M. Sundays & Holidays	9:03 P.M. Sundays & Holidays	9:13 P.M. Sundays & Holidays	--	11:03 P.M. Sundays & Holidays

**Note:** There are five additional trains to Speonk during the weekday period two of which run during the weekday A.M. peak hour. There are five additional Saturday, Sunday and weekday trains to Speonk. This schedule presents summer availability. Fewer trains are available in the off summer period.

**Table B-2  
Long Island Rail Road Train Schedule  
Montauk Branch  
Westbound**

Service to the four eastern stations in Southampton can be described as infrequent and not coinciding with the peak commuting periods (7:00 to 9:00 A.M. and 4:00 to 6:00 P.M.) More frequent daily service is provided from the Speonk station, which is adjacent to a railhead/maintenance facility for the LIRR's diesel train service to communities located to the west on the Montauk Branch of the Railroad.

The lack of use during the typical weekday is demonstrated in Table B-3, Long Island Rail Road Fall 1998 Ridership Survey, 24 Hour Weekday. While the LIRR moves few passengers during the weekday, it transports a large number during peak weekend summer period. As part of the Long Island Rail Road East End Transportation Study, September 2000 observations of LIRR were made at Southampton train stations during the August 13, 1999 weekend. The following observations are excerpted from this LIRR Study.

	Westbound								Eastbound							
	A.M. Peak		Midday Off-Peak		P.M. Peak Reverse		Total		A.M. Peak Reverse		Midday Off-Peak		P.M. Peak		Total	
	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off
Montauk	3	0	14	0	0	0	17	0	0	0	0	31	0	37	0	68
Amagansett	0	0	0	0	0	0	0	0	0	2	0	0	2	8	2	10
East Hampton	4	1	14	0	15	0	33	1	0	15	0	19	0	11	0	45
Bridgehampton	8	0	12	0	7	0	27	0	0	4	0	3	0	8	0	15
Southampton	9	0	10	1	16	0	35	1	0	10	0	15	0	13	0	38
Hampton Bays	9	0	18	2	10	0	37	2	0	7	0	8	0	11	0	26
Westhampton	5	1	6	4	0	0	11	5	0	8	0	0	0	14	0	22
Speonk	59	0	18	1	8	1	85	2	0	4	1	12	1	70	2	86
Total	97	2	92	8	56	1	245	11	0	50	1	88	3	172	4	310

**Table B-3  
Long Island Rail Road  
Fall 1998 Ridership Survey  
24-Hour Weekday**

*“The single busiest train to the East End is the 4:25 P.M. from Penn Station, #2710 referred to as the “Cannonball.” In the summer, the*

*Cannonball leaves from Jamaica on Thursday and Friday with its first scheduled arrival at Westhampton at 5:39 P.M. The*

*Cannonball subsequently stops at Southampton at 5:50 P.M., Bridgehampton at 6:07 P.M., East Hampton at 6:17 P.M. and Montauk at 6:38 P.M. On Friday, August 13, a total of 1,346 riders rode the train from Penn Station to stations in Southampton and East Hampton Town. Five hundred-ninety six continued through Southampton and into East Hampton Town. One thousand twenty-one riders got off at the three busiest stations, which are Westhampton (382), Bridgehampton (219) and East Hampton (485). On Friday, July 2, 1,290 got off at these three stations, approximately 26 percent higher than a “typical” August Friday.*

*The busiest of the East End train stations is East Hampton, followed by Westhampton, Bridgehampton, Southampton, Montauk, Hampton Bays, Amagansett and Speonk.*

*LIRR ridership is sharply peaked over the course of the typical and holiday summer weekends. The most substantial trainloads are Friday afternoon/evening arrivals and Sunday mid- to late-afternoon departures. Saturday peak ridership levels are generally approximately 25 to 40 percent of the Friday and Sunday peaks.*

*The automobile is the primary mode of access to and from the East End train stations. Although the modal split percentage by ages (auto, taxi, and walk) vary station-to-station, in general approximately 80 to 90 percent of all LIRR riders get to and leave from their East End LIRR stations by auto pickup/drop off. Taxi service is the second most popular access/departure mode, generally 10 to 15 percent, with walking being the remainder.*

**Many of the East End LIRR stations are not served at all by connecting transit buses while others are not well served. Additionally, several of the LIRR stations are not accessible by walking from the central parts of town.**

*The following are results of observations made at Southampton LIRR stations:*

#### **WESTHAMPTON**

*On the Friday, August 13 weekend survey, the busiest train arriving was the 4:25 P.M. Cannonball out of Jamaica, which is scheduled to arrive at Westhampton at 5:39 P.M. This train had 382 passengers getting off at Westhampton. The preceding train, the 2:17 P.M. out of Jamaica, scheduled to arrive at Westhampton at 3:38 P.M. had 144 riders departing the train. Each of the trains arriving after the Cannonball had fewer than 100 exiting riders. Approximately 85 to 90 percent of LIRR passengers getting off at this station were picked up by private auto, approximately 10 to 15 took taxis or car services, and less than 1 percent walked to their destination.*

*On Saturday, August 14 passenger volumes were low with 10 to 20 riders boarding westbound trains and 20 to 50 departing eastbound trains. Approximately 70 to 75 percent of those getting on or off trains accessed or left the station by private auto pickup/drop off, 20 to 25 percent used taxis or car services, and 5 private walked.*

*On Sunday, August 15 survey, the 4:40 P.M. westbound train had the highest number of boarding passengers (102), with most of the other westbound trains having 25 to 85 boarding riders. Approximately 80 to 85 percent of the riders coming to the station were dropped off by private auto, 15 percent arrived by taxi or car service, and 1 percent walked. LIRR ridership at this station was substantially higher for the Friday, July 2<sup>nd</sup> survey than for the Friday, August 13 survey, with the holiday weekend having nearly 40 percent more demand than that of the typical weekend.*

#### **HAMPTON BAYS**

*On the Friday, August 13, this station had 30 to 56 riders departing the trains in the afternoon to evening periods. Approximately 85 percent of the riders getting off at Hampton Bays were picked up by private auto, approximately 10 percent took taxis, and 5 to 10 percent walked to their destinations.*

*The three eastbound trains on Saturday, August 14 had 20 to 57 riders departing at this station, while the two westbound trains back toward New York City had 14 to 24 riders boarding. Approximately 85-90 percent of the total number of the on and off passengers accessed or left the station by car, 5 percent used taxis, and 5 to 10 percent walked.*

*On Sunday, August 15 the volume of passengers boarding eastbound trains ranged from 13 to 50. Approximately 85 to 90 percent were dropped off at the station by car, less than 5 percent took taxi service, and 10 percent walked.*

### **SOUTHAMPTON**

*On Friday, August 13 the busiest train arriving at the station was the 4:25 P.M. Cannonball, which is scheduled to arrive at Southampton at 5:50 P.M. This train had 154 riders departing at Southampton. Each of the other eastbound trains generally had 30 to 60 riders departing. Approximately 85 percent of the LIRR riders getting off at Southampton were picked up by car, 10 percent used taxis, and 5 percent walked to their destinations.*

**Source:** Long Island Railroad Fall 1998 Ridership Survey.

*The 10:13 A.M. eastbound train on Saturday, August 14 had 68 riders departing at this station, while the 4:15 P.M. westbound train*

*back toward New York City had 114 riders boarding. Approximately 85 percent of the total number of the on and off passengers accessed or left the station by car, 10 percent used taxis, and 5 percent walked.*

*The number of riders on Sunday, August 15 getting on westbound at Southampton was highest for the 2:16 P.M. and 4:15 P.M. trains, with 100-115 riders boarding each of these trains. The number of boarding riders ranged from 15 to 70 riders for subsequent trains throughout the evening period. Again, approximately 85 percent of these passengers arrived by car, 10 percent by taxi, and 5 percent walked. LIRR ridership at this station was nearly twice as high on Friday, July 2 than on the Friday surveyed in mid-August.*

### **BRIDGEHAMPTON**

*On Friday, August 13<sup>th</sup> there were 214 riders getting off the busiest LIRR train, the Cannonball, at this station with other trains having approximately 30 to 60 riders. One westbound train, scheduled for 3:25 P.M. at Bridgehampton, had 32 riders boarding it. Almost all the riders were picked up by auto, with very few using taxis. No one was observed walking from the station to their destination.*

*On Saturday, August 14<sup>th</sup>, there were 25 to 90 passengers observed getting off eastbound trains in the late morning through the midday hours. Again, nearly all riders were picked up by car at the station.*

*Westbound ridership boarding on Sunday, August 15 was in the 20 to 90-person range. More than 95 percent were dropped off at the station by car, 5 percent using either taxis or walking to the station.”*

Table B-4 summarizes the highest number of passengers either boarding or departing the trains from each station and the modal split of train passengers to and from the station.

Station	Train Number	Scheduled Arrival	Number of Passengers	Transport		
				Car	Taxi	Walk
<b>Eastbound: August 13, 1999</b>						
Amagansett	2708	4:25 P.M.	42	88%	10%	2%
Westhampton	2710	5:39 P.M.	382	98%	27%	0%
Southampton	2710	5:59 P.M.	154	90%	5%	5%
Bridgehampton	2710	6:07 P.M.	214	97%	3%	0%
East Hampton	2710	6:17 P.M.	485	85%	2%	13%
Hampton Bays	2718	9:13 P.M.	56	90%	10%	0%
Montauk	2710	6:38 P.M.	111	71%	19%	0%
Speonk	2736	8:33 P.M.	47	97%	3%	0%
<b>Eastbound: August 14, 1999</b>						
Southampton	2702	10:13 A.M.	68	90%	5%	5%
Westhampton	2706	11:52 A.M.	47	77%	23%	0%
Bridgehampton	2706	12:21 P.M.	53	97%	3%	0%
East Hampton	2706	12:31 P.M.	82	70%	20%	10%
Hampton Bays	2710	1:57 P.M.	57			
Amagansett	2710	2:46 P.M.	21	80%	20%	0%
Montauk	2710	3:06 P.M.	38	100%	0%	0%
<b>Westbound: August 15, 1999</b>						
Amagansett	8703	1:44 P.M.	70	99%	1%	0%
Hampton Bays	8703	2:32 P.M.	50	85%	0%	15%
Montauk	8705	3:30 P.M.	100	73%	17%	0%
Bridgehampton	8707	4:05 P.M.	91	96%	4%	0%
Southampton	8705	4:15 P.M.	114	80%	15%	5%
Westhampton	8705	4:40 P.M.	102	95%	5%	0%
East Hampton	8707	5:56 P.M.	188	96%	4%	0%

**Table B-4  
Ridership Summary - South Fork Trains – LIRR Study, 1999**

**The results of this study of summer weekend use demonstrates the ability of the LIRR to carry significant numbers of people and confirms its importance in the Town of Southampton’s transportation system.**

Fares on the LIRR range from \$13.00 one-way in the off-peak period to \$19.00 during peak period, for travel from any of the four stations to Zone No. 1 which includes Brooklyn and Penn Station in New York from Westhampton to Bridgehampton. Fares to and from Speonk are \$10.25 off peak and \$14.75 peak. When special parlor cars are available, typically in the eastbound direction on Friday afternoons and westbound on Monday mornings, during the summer, the LIRR charges an additional fare for this service. Scheduled travel times from Penn Station to Bridgehampton are approximately 2½-hour range. The “cannon-ball” train, which runs on summer Thursdays and Fridays, makes this trip in a scheduled 2 hours and 6 minutes.

**The LIRR will accommodate bicycles only on certain trains. The published schedule indicates on which trains bicycles can be accommodated. The LIRR requires a Cyc-n-Ride Permit in order to bring bicycles on the trains.**

Integral with the ability of the LIRR to attract ridership are the services available to passengers on the trains once they reach the Southampton stations. All stations are currently served by local taxi service and all stations are provided with pay phones to call a taxi if none are present when the train arrives.

**Suffolk County Transit (SCT) provides local bus service in the Town of Southampton. Suffolk County transit routes run primarily along Montauk Highway with connections to other important roadways do not have specific stops at LIRR stations.** While the SCT bus routes are often within walking distance of the stations, the only direct connections is provided by the 10A to the Southampton Station and the 10D to the Hampton Bays Station. Diversion of the SCT buses to the train stations would add time constraints to the bus runs and since regular train service and LIRR passenger ridership has been low. The bus system has found time delay in making added stops at the train stations ineffective.

Each train station is provided with public parking to serve the LIRR riders. Table B-5, Parking Availability at LIRR Southampton Stations provides the number of spaces available.

Station	Spaces Available
Speonk	331 marked, paved
Westhampton	43 marked plus 100+ unmarked, unpaved
Hampton Bays	143 marked, paved
Southampton	135+ unmarked spaces, all paved
Bridgehampton	100 marked, paved

**Table B-5  
Parking Availability  
at  
Southampton Train Stations**

## **Future Improvements**

The Long Island Rail Road East End Transportation Study, September 2000 recommended improvements at all Town of Southampton train stations. As a result, some improvements have been completed at Speonk, Hampton Bays, and Bridgehampton although some recommended improvements remain to be accomplished. Improvements remaining to be accomplished within the Town are as follows:

### ***Westhampton***

- Pave and strip the gravel area of the station's parking lot and pave the dirt road that leads from the gravel area to Old Riverhead Road (Suffolk County Road 31). Consider installing a semi-actuated signal at this intersection. Vehicles would exit the existing unpaved road via an actuated green signal (this would need to be reviewed and approved by the County). Also repair potholes on Depot Road leading to the station.
- Assign designated taxi and bus waiting areas within the gravel parking area after it has been paved.
- Install trailblazer signs to direct people to the train station. Signs could be posted within the Village, at the local bus stop, along Riverhead Road, Speonk-Riverhead Road, Old Country Road, Montauk Highway, Sunrise Highway, Beach Lane, and Jessup Lane. Signs could also be posted at Gabreski Airport and at area beaches.
- Install additional seating for waiting passengers, as there is seating for only six persons in the two shelters provided on the platform. Additional seating is available when the waiting room is open.

### ***Hampton Bays***

- Install trailblazer signs directing people to the station. Signs could be posted within the Main Street district (which is one block north of the station), at the local bus stop, along Riverhead-Hampton Bays Road, at the intersections of NYS 27 and Old Montauk Highway, Ponquogue Avenue at Montauk Highway and East Tiana Road/Bay Avenue, and Squiretown Road at NYS Route 27 and Montauk Highway. Signs could also be posted at Sears-Bellows Pond County Park, Shinnecock Indian Reservation, and area beaches.
- A restroom facility and a ticket vending machine in accordance with the LIRR's Long Term Ticket Selling Strategy document should be provided. This station currently does not have a ticket office.
- Additional seating is needed for waiting passengers. Presently there is seating for only six people in the one shelter provided at this station.

## *Southampton*

- Consider the installation of rumble strips (or other traffic calming measures) to prevent motorists, who currently use this station as a “cut-through,” from driving at excessive speeds. This is a serious problem at the station, particularly for those motorists attempting to back out of the parking spaces in the pickup/drop off area.
- The entrance/exit at the western end of the station has limited sight distance with respect to southbound vehicles approaching/bypassing the station along North Main Street. Vehicles traveling southbound along North Main Street should be warned, via appropriate signage, as to the location of the station entrance/exit.
- Additional seating and shelter should be provided for waiting passengers. There is no outside seating available.
- The restroom at this station is only open when the ticket office is open. An additional restroom facility should be provided for waiting passengers, especially when the waiting room is closed.
- Install trailblazer signs to direct people to the station. Signs could be posted within the Village, at local intersections including North Country Road and North Sea Road, and Montauk Highway and North Sea Road; and at the local bus stop. Signs could also be posted at Southampton College, Shinnecock Indian Reservation, Shinnecock Hills Golf Club, and area beaches.
- Provide lighting in the station parking lot.

Other notable recommendations contained in the report include:

- The LIRR should provide a public address announcement to include “next train” and other pertinent information at East End stations to advise waiting passengers of the status of their expected train.
- The LIRR should continue to simplify the special Hamptons/Montauk timetables, particularly for those who do not ride the LIRR on a regular basis. It could include brief East End data in branch line and pocket timetables. It may also be possible to separate the present Montauk schedule into two schedules, one for service from the City Terminal Zone stations to Speonk, which is the commuter segment of this schedule, and one that includes the City Terminal Zone stations, Babylon, Patchogue, Speonk and then Westhampton through Montauk, which are the Hamptons segment of this schedule. Station timetables could be simplified to provide a schedule that clearly depicts weekend service.
- The LIRR should continue to evaluate operating additional train service on summer Friday afternoons. This depends on the availability of operational slots from Penn Station to Patchogue and the availability of unassigned locomotives and coaches. A

potential new train could be operated to the South Fork, departing Penn Station at a time between 2:00-4:00 PM and arriving at Montauk between 4:30-6:20 PM. The precise schedule for this express train will be subject to availability of operational “slots” from Penn Station to Montauk. (Note: The factor that limits the addition of a new train at this time of day is the availability of unassigned locomotives and coaches. Early afternoon is the time of day that trains are being marshaled for the evening peak period (4:00-8:00 PM) at Penn Station. It would be necessary to allocate two dual-mode locomotives and a suitable number of bi-level coaches for the abbreviated summer peak of one day per week, three months per year. In addition to allocating scarce rolling stock, it will also be necessary to assign a crew of a minimum of three operating personnel.)

- **New Signal System:** In order to safely introduce more frequent bi-directional train service to the East End, it will be necessary to introduce a reliable system of signals and interlocking controls. This system would consist of both trackside signaling equipment as well as railcar-borne signaling equipment to control train movement. Such a system will greatly automate much of the current manual tracking of trains and their locations, and eliminate the current time-consuming method of calling in for track clearance, enabling more frequent train operations.
- **Remote-control Switches:** To fully realize the benefits of a new signaling system, the existing manual system of hand-thrown switches to enter sidings must be modernized by installing remotely controlled, motorized switches at the passing side locations. The combination of the track signaling, interlocking and siding mechanical switch machines would then be controlled by an operator at a centralized location.
- **New Types of Rolling Stock:** There are at least two types of railcars that the LIRR could procure to provide additional rail service to the East End. These are: conventional train sets consisting of bi-level railcar and locomotives; or self-propelled diesel multiple-unit (DMU) railcars. However, recent designs of DMUs have not been manufactured to Federal Railroad Administration (FRA) standards.

In either case, to increase train frequencies, it might be necessary to acquire an additional number of railcars and locomotives. The concept of DMUs enjoys widespread acceptance in the United Kingdom, Europe, and Asia. Some manufacturers of DMUs are in the process of revising car body designs to meet the more stringent crash-worthiness requirements of the Federal Railroad Administration (FRA). It is not known when these revised and FRA-compliant designs will become available.

Another class of vehicle sometimes mentioned for inter-hamlet service on the East End is the electrically propelled Light Rail Vehicle (LRV). Somewhat analogous to a trolley car, the LRV is considered by the FRA to be incompatible with shared operation with conventional (heavy) passenger and freight trains. This liability, along with the need to supply a system to deliver traction power (either via overhead wire or third rail) and associated sub station switchgear, precludes this type of railcar

for further consideration on the LIRR. **It should be noted that in Europe, LRVs do in fact safely share the same tracks as main line trains; the difference is that their regulatory agencies do not preclude intermingling LRVs and heavy railcar, as does the FRA.**

- **Parking Facilities:** The parking lots located at LIRR stations vary in size and capacity but are consistent with the current commuter traffic demand. During the summer at certain East End stations, because parking supply is limited in the local communities, many LIRR station parking facilities are continuously occupied by vacationers staying in the several hamlets, but who do not use the LIRR.

In spite of the current adequacy of parking spaces, the introduction of more frequent rail service for inter-hamlet travel could introduce a need for many more parking spaces. The provision of additional parking spaces requires purchasing additional parcels of land.

- **LIRR Service into Grand Central:** Another long-term service initiative is the LIRR's intention to serve Grand Central Terminal, which is a convenient origin point for many East End customers. A substantial portion of the LIRR's current customers work in offices which are closer to Grand Central than to Penn Station, which is comparatively distant. Thus, the prospect of train service from Grand Central to East End destinations could be an attractive marketing or selling point towards enticing more East End travelers to use the LIRR.

“The aforementioned capital improvements should incrementally enable the LIRR to mitigate many of the operating constraints, which limit their ability to deliver more frequent service to the East End. Taken collectively, these capital improvements will help transform the eastern half of the LIRR infrastructure to the more modern standards of the western half of the railroad.”<sup>2</sup>

### **Inventory of Existing LIRR Crossing of Roadways**

Table B-6 presents an inventory of LIRR crossings of roadways. The table also notes whether the crossing is made at-grade, where gates and/or traffic signals protect traffic from the trains, or the crossing is grade separated underpass or overpass of the roadway. Also noted in the table is whether the at-grade crossing includes pre-emption of adjoining traffic signals and summer average daily traffic on the roadway being crossed. If a traffic count is unavailable, an estimate of magnitude is provided.

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<sup>2</sup> Page 7-7, Long Island Rail Road East End Transportation Study, September 2000.

Village/Hamlet	RR Crossing Location	Road Crossing	Traffic Signal Impacts	ADT*
Eastport	River Avenue	Over		<500
	S. Pleasant Lane	At-Grade		<500
	S. Bay Avenue	At-Grade		<500
	Montauk Highway (CR 80)	Over		13,350
Speonk	North Phillips Ave.	At-Grade		<1000
	Jagger Lane	At-Grade		<500
Westhampton	South Old Country Road	At-Grade		6,090
	Old Riverhead Road	At-Grade		14,083
Quogue	South Country Road	At-Grade		<1000
	Old Depot Road	At-Grade		<1000
	Quogue-Riverhead Road (CR 104)	Under		2,257
East Quogue	Lewis Road/S. Country Road	At-Grade		<2,500
	Unnamed Street	At-Grade		<500
	Gleason Drive	At-Grade		<500
	Oak Street	At-Grade		<500
	Emmett Drive	Over		<500
Tiana	Montauk Highway (CR 80)	Under		9,783
	East Tiana Road	At-Grade	Pre-empts Signal	<1,500
Hampton Bays	Springville Road	At-Grade		<3,000
	Ponquoque Avenue	At-Grade	Pre-empts Signal	<5,000
	Montauk Highway (CR 80)	Over		18,490
	Newtown Road (CR 62)	Under		<200
Shinnecock Hills	North Road (CR 39)	Under		5,194
	Peconic Road	At-Grade		<500
	Hill Station Road	Under		<500
Southampton	Tuckahoe Road	At-Grade	Pre-empts Signal	<2,000
	St. Andrews Road	Under		<1,000
	Tuckahoe Lane	At-Grade		<1,000
	Magee Street	At-Grade		<1,000
	Moses/Bishops Lane	At-Grade		<2,000
	North Sea Road	Under		<15,000
	North Main Street	Under		<7,500
	David Whites Lane	At-Grade		<5,000
	Route 27/39	At-Grade		26,712
Water Mill	Head of Pond Road	Over		<1,000
	Upper Seven Ponds Road	At-Grade		<1,000
	Deerfield Road	At-Grade		<1,000
	Scuttle Hole Road	At-Grade		3,653
	Hayground Road	Over		<1,000
Bridgehampton	Snake Hollow Road	At-Grade		<1,000
	Halsey/Butter Lane	Under		<1,000
	Lumber Lane	At-Grade		<1,000
	Bridgehampton-Sag Harbor Turnpike (CR 79)	At-Grade		5,963
	Haines Path	Under		<500
	Old Farm Road	Under		<500
	Main Street/Sag Road	Over		<1,000
	Ranch Court	At-Grade		<500
	Wainscott Harbor Road	At-Grade		<500
	Town Line Road	Under		<500

\*ADT: Average Daily Traffic

**Table B-6  
Inventory of Existing LIRR Crossings**

As service is increased on the railroad, more frequent conflicts will arise between trains and motor vehicles using the highway system. This always leads to increased safety

concerns at at-grade crossings. For the most part the traffic control devices protecting at-grade crossings are adequate to protect this conflict point, but there is an impact on the capacity of the adjacent highway system. This will not be an issue at most at-grade crossings in the Town of Southampton. Several will likely need further study as train service increases. Examples would be the crossings of County Road 39 in Southampton and Ponquoque Avenue in Hampton Bays.

In addition, the LIRR is currently evaluating “unguarded crossings” and has initiated closure proceedings and installation of barricades. Many of these unguarded railroad crossings were allowed for agricultural lands and crossing needs of farm equipment. In certain areas, the former farm lands have been subdivided into residential tracts now presenting safety concerns for the LIRR.

### **Long Island Rail Road Mobility Deficiencies in Southampton Town**

**The Long Island Rail Road is a commuter rail service whose principal function is to bring commuters into New York City and its boroughs. It meets the goals of its mission well for the suburban areas of Nassau and western Suffolk County, but fails in meeting the mobility needs of the Town of Southampton.**

During weekday mornings the LIRR runs a train westbound leaving Montauk at 5:39 A.M., making a stop at Speonk at 6:49 A.M. and arriving at Penn Station at 8:42 A.M. The first eastbound train leaves Penn Station at 7:49 A.M. stops at Speonk at 9:44 A.M. and arrives at Montauk at 10:55 A.M. The westbound train arrives at Penn Station and the eastbound train departs Penn Station during the critical 7:00 A.M. to 9:00 A.M. peak commuting period. Unfortunately, the LIRR has no trains running east or west thru Southampton Town during the 7:00 to 9:00 A.M. peak hour of commuting. The same is true during the Town’s 4:00 to 6:00 P.M. peak commuting period.

**The LIRR has no train service within the Town of Southampton during the weekday A.M. and P.M. peak commuting periods.**

Weekdays between 9:00 A.M. and 4:00 P.M. the LIRR operates three eastbound and two westbound trains between Montauk and Speonk. All eastbound trains originate in New York City and all westbound trains terminate in New York City. Ridership on these trains within the Town of Southampton is light and these trains appear to have no significance when compared to other elements of the town’s transportation system. While having limited significance in accommodating weekday peak hour commuting and inter hamlet movements between weekday peak hours in the Town of Southampton the

LIRR demonstrates significant capacity and an ability to move mass numbers of people eastbound on Friday evenings, westbound on Sunday and to a lesser extent eastbound on Saturday. The Friday evening “Cannonball” leaving Penn Station at 4:11 P.M. in the summer carries between 1,300 and 1,500 passengers to east end stations. Three other trains leaving Penn Station at 4:21 P.M., 5:51 P.M. and 8:30 P.M. carry lesser but still significant numbers of passengers. The trains on Saturday and Sunday appear to run well under capacity with ridership numbers less than half of those observed on the popular “Cannonball”.

It appears that the number of passengers transported from New York City to “the Hamptons” on Friday and Saturday exceed the number returning on Sunday and Monday by train. This may be reflective of couples where one travels by auto earlier on Friday or a day before and that the return trip is made by the couple on Sunday. Vehicle trips eastbound, Thursday evening and Friday midday are heavier than earlier in the week and Sunday peak flows are the highest observed tending to support this conclusion.

During the very narrow peak periods on Friday night and Sunday where there are express trains, the LIRR appears to meet the needs of people journeying from New York City to the Hamptons during peak summer weekend travel periods. At other times the lack of convenient schedule appears to make the LIRR less desirable. More frequent express trains would undoubtedly attract additional ridership. The Hampton Jitney runs close to hourly service between communities in the Town of Southampton and New York City. Unlike the LIRR that offers service to Penn Station, Brooklyn and Jamaica, the Hampton Jitney serves an area in Manhattan between Lexington and 3<sup>rd</sup> Avenues between 40<sup>th</sup> Street and 86<sup>th</sup> Street. Subway and bus connections are available from there throughout the City. The more convenient Hampton Jitney service has been successful in attracting ridership. The Hampton Luxury Liner, which also provides coach bus service between New York City and the Hamptons, has somewhat less regular service than the Hampton Jitney but also has been successful in establishing ridership.

**In addition to carrying passengers, the LIRR has the capability of carrying large quantities of freight, however, little use is made of this ability. Much of the reason for this is based in regional problems such as lack of a direct freight rail connection thru New York City. Currently, over 95% of freight moved on and off of Long Island is done by truck.**

The primary reason for underutilization of freight rail service is the structural inability to move rail freight directly onto Long Island. To move freight from the south, mid west and west onto Long Island, the freight is transported to rail heads and warehouses in New Jersey where it is broken down into truck loads for movement onto Long Island. **There is no direct freight rail connection through New York City.** In order to move freight by train, the freight would have to be sent north to Selkirt, New York near Albany, which is the first available crossing of the Hudson River. The freight can then be brought down

the east side of the Hudson River and onto Long Island. Most shippers find the cost of using the railroad and shipping through Selkirk to be too time-consuming and costly and therefore use trucking.

There is a proposal to remedy this situation by providing a rail connection through Staten Island and into Brooklyn. **The project, known as “the Cross Harbor Tunnel,” would enable substantial changes in the manner freight is moved onto Long Island.** The project is extremely expensive and would take years to implement, if eventually approved. The New York State Department of Transportation is undertaking other measures to encourage rail freight on Long Island including the development of new rail freight terminal on the grounds of the former Pilgrim State Psychiatric Hospital in Islip, New York. Such improvements however, are not likely to substantially alter the movement of freight into Southampton Town.