



Meeting Minutes of August 8, 2019

A meeting of the Long Island Rail Road Commuter Council (LIRRCC) was convened at 4:30 pm on August 8, 2019 in the Transportation Service Conference RM, 1 Penn Plaza New York, New York.

Member Attendance

Mark Epstein (Chair)	Present
Gerard P. Bringmann (Vice Chair)	Present
Sheila Carpenter	Absent
Michael Godino	Absent
Raymond Pagano	Absent
Bryan Peranzo	Phone
Marilyn Poterson	Absent
Larry Rubinstein	Present

Staff Attendance

Lisa Daglian (Executive Director)	Present
Ellyn Shannon (Associate Director)	Absent
Bradley Brashears (Planning Manager)	Present
Sheila Binesh (Transportation Planner)	Absent
Deborah Morrison (Administrative Assistant)	Absent

Non-member Attendance

<u>Name</u>	<u>Affiliation</u>
Matt Kessler	Phone
Hector Garcia	LIRR
William Fisher	LIRR
Richard Schulman	Concerned Citizen

Approval of Agenda for August 8, 2019 meeting.

Approval of Minutes for May 9, 2019 meeting.

Chair's Report attached.

Update Presentation by Hector Garcia

Elmont station ([More info](#))

- Rehab existing infrastructure
- Station done in phases because of Third Track construction
- Elmont Station will be operational opening day of stadium
- 1.5 years after the station is completed they will rehab the connection to the mainline
- There will be a connection west towards Jamaica and east towards existing Belmont proper
- During events, there will be two trains before and two trains after
- There will be a large general parking lot with 150 spots dedicated for LIRR commuters.
 - The parking lot is not owned by LIRR, the Town of Hempstead will be involved.
- There will be an electric shuttle bus from the station, parking lot, arena, and around the development area. (Per the private developer)
- In the future, events will be serviced by boosted service on the mainline; existing station service will be for major events
- The new service will begin October 2021, with interconnected service in 2022
- The station costs \$105 million: The State and a private partnership will be funding the project. The state is fronting \$75 million and will be repaid by the developers
- The environmental review has been completed
- The Board is voting on it today
- Local neighbors are not in support

Track work and outages

Third project is moving quickly

- Next weekend Hempstead branch will be closed for Third Track cut over and switch work. Buses to Mineola via NICE bus will be provided
- Following weekend there will be construction on Culver Ave.
- In September there will be work on Nassau Ave.
- In October there will be work on a raising the Nassau boulevard bridge for Third Track

Penn Station Work

- New platform entrance on West side
- All stores on the corridor will be moving out
- The commercial store space will be pushed back 18/20 feet to make room for a wider corridor
- There will be escalators
- West end concourse monitors are covered
- No signage at 7th Ave entrance, but will be when the new entrance opens

Action item: Signs notifying riders what date the stores will close and where the open ones are

G. Bringmann: Penn Station Track 22/21 stairs are not a standard height.

Signage Presentation by William Fisher, Chief Innovation Officer

Signage and Communications

- Large fonts on signage for track signage
- Redesign signs to make clearer
- 1/3 of the space on screens used to be for generic service notices reads – now only shows alerts
- Important information is bigger
- When new trains and platforms post, it is shown at the top of the screen then it is rearranged by time.
- There will now be a standard of showing alerts with how long ago they were posted (i.e. 3 min ago).
- There is a redesign for the large alpha board that would go on the smaller screens. The old space is being negotiating. That same information will be displayed on the digital screens.
- The screens on platforms will be replaced for new big LCD screens at the same location, including at Jamaica.
- In the future, loading information will be available on the LED countdown clocks.
- There will be signage on platforms showing which cars have seat availability. These will include where the train will platform, how many cars, and where on the platform. This information is available once the train departs its origin station.
- These signs are critical along the Montauk branch
- There will be new LED platform signs.
- The announcements are being re-written and re-recorded to be clearer
- On-board announcements will be made on location of seating availability
- Waiting rooms? Most commuters go straight from car to platform, use waiting rooms less

New Train Cars

- The M7 & M9 fleet will soon be equipped with real-time loading information and seat availability. This will be important for the outlying stations. This is made possible through retro-fitting the airbag suspensions with a pressure sensor.
- The new M9 cars will say car # of #. M7 cars will have the car number more prominent on LED screens. Conductors will make announcements based on the numbers shown inside cars.
- M7 ad space will be replaced with digital ad screens that will include LIRR information
- The new M9s will replace the M3s

Speed Task Force

There is an agency-wide initiative to make trains run faster by increasing speed limits.

The signal system is more restrictive than it needs to be.

After the accident in Spuyten Duyvil, speed limits were reduced.

Cameras will be installed along tracks to visually verify if indeed something has been hit and the condition or severity. This reduces response times to incidents and will allow for trains to move slowly instead of being fully stopped until it is inspected and confirmed. Cameras will be installed at problem areas.

LIRRCC MINUTES

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Platform monitors are going up inconsistently: some color and some black/white. Will is working to improve consistency in design and branding across all communication channels, despite hardware and equipment. He is working to develop an app with personalized information.

L. Daglian: An app cannot be the only source. During disruptions, there needs to be announcements and personnel directing riders.

New Business

L. Daglian: The Alixpartners' MTA Transformation Plan is out. We put out a statement: there is no mention of the word 'rider.' There needs to be public input sessions, along with a 45-day comment period. The 2020-2024 Capital Plan has still not been released publicly.

M. Epstein: Cabs should have restrictions if they lease out space by LIRR stations. Cabs that lease the space should be present and provide service to riders using that station

G. Bringmann: We need more diesel coaches.

H. Garcia: Phil has also identified that and is in discussions.

G. Bringmann: We need longer cars on Fridays on the Montauk branch.

Compliments to the LIRR who handled an earlier incident very well by continually keeping riders informed and managing expectations.

Old Business

L. Rubinstein: Fare evasion: Tickets not collected and photocopied tickets.

Adjourned

Action Items

- Tell the LIRR to put up signs notifying riders what date the stores will close and where the open ones are.

Youtube Video links: [Part 1](#), [Part 2](#), [Part 3](#), and [Part 4](#)

The meeting was adjourned at 6:00 PM.

Respectfully submitted,

Lisa Daglian
Executive Director