

Penn Station Metro-Hub

A Short Term Action Plan

**Prepared by Regional Rail Working Group
Empire State Passengers Association
Committee for Better Transit
New Jersey Association of Railroad Passengers
P. DiMaria / 2002**

Penn Station Metro-Hub

- ◆ A four year plan for:
 - More trains
 - Faster service
 - Affordable fares

Main Strategies

- ◆ Two measures could quickly improve rail travel in the NY-NJ-CT metro area:
 - Expand capacity and increase service at Penn station by taking advantage of its ability to run through trains.
 - Increase the utility of the region's three commuter rail systems by merging them into a true regional rail system modeled after successful examples in London, Paris, and Berlin.

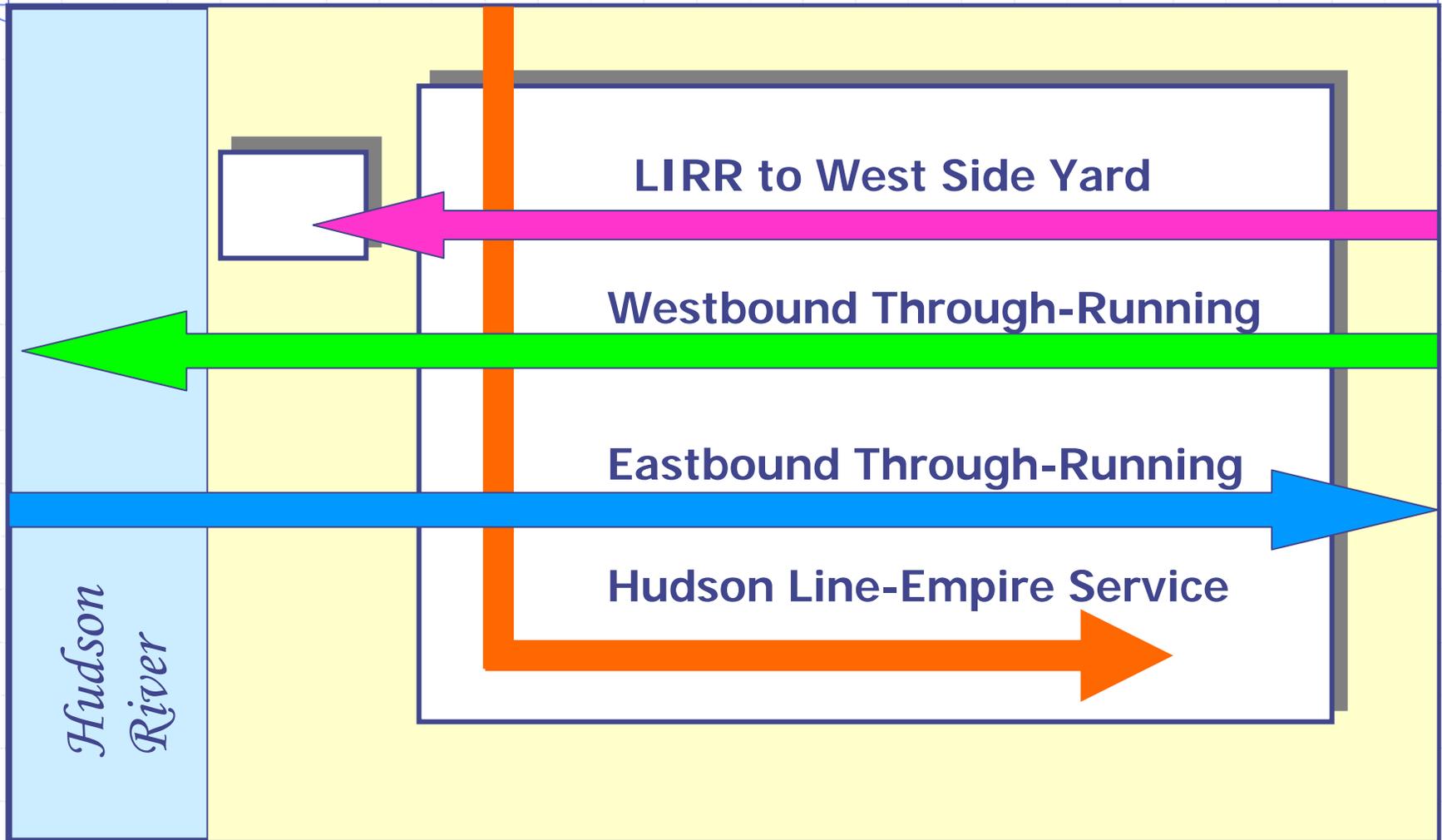
Operate Penn Station as a through station

◆ Trains using Hudson River tunnels, coming from New Jersey, make a brief stop at Penn and then continue under the East River to Long Island, the Bronx, Westchester, Connecticut, or Sunnyside Yards.

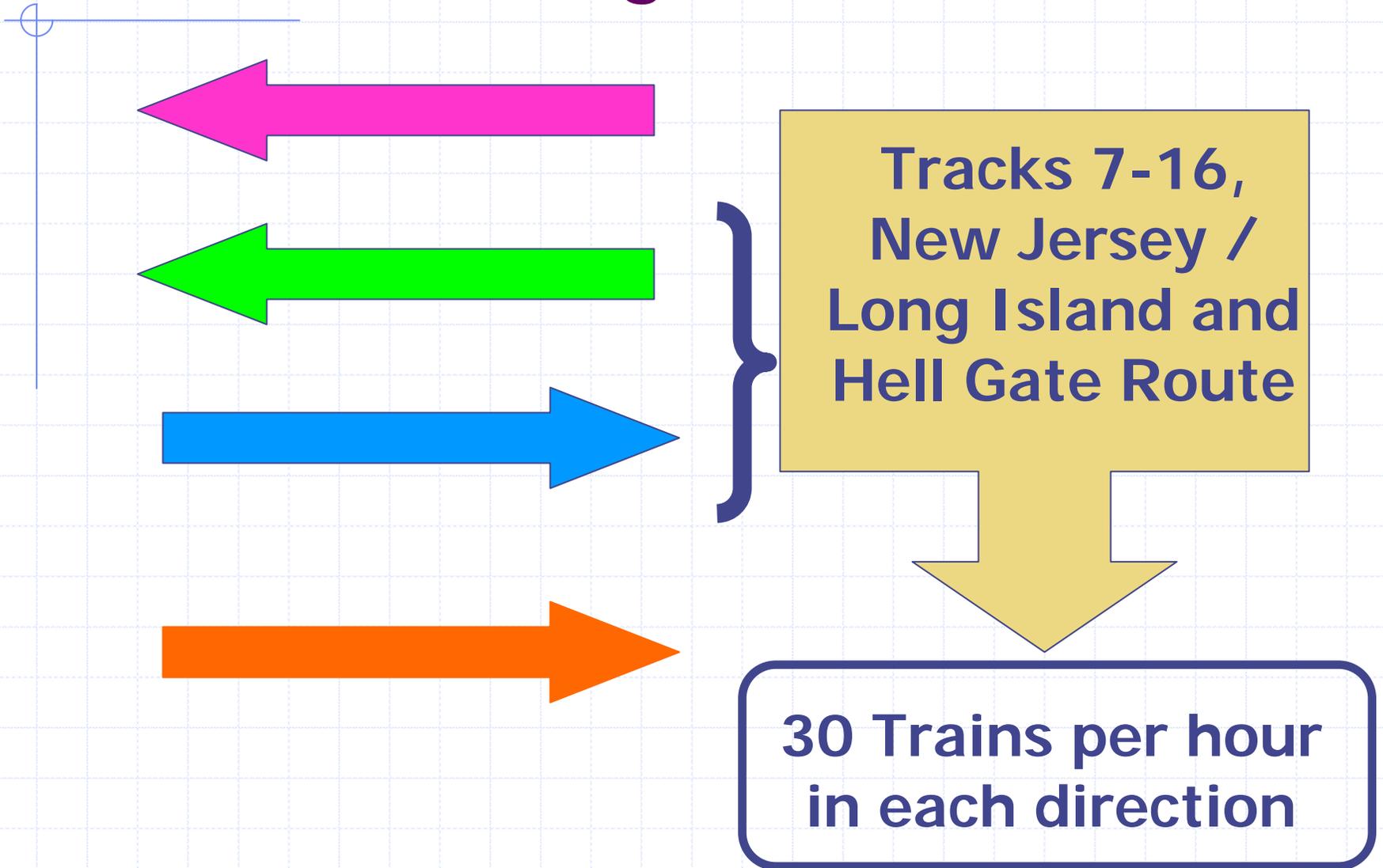


Through running will produce capacity gains of 25 percent or more!

How do we achieve capacity gains at Penn Station?



Ten central tracks of station become through tracks



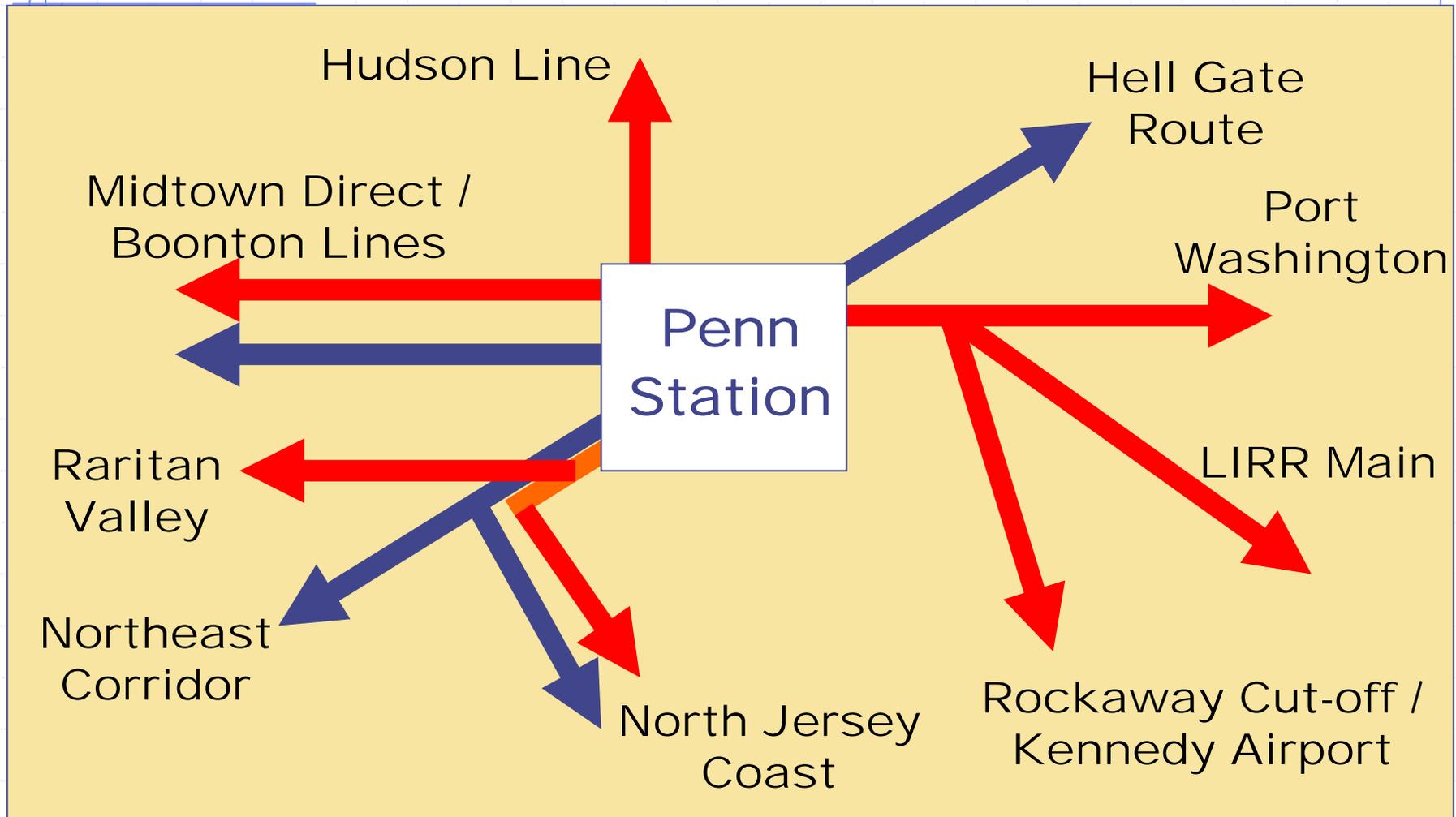
How do through trains operate?

- ◆ Where catenary already exists, service could start almost immediately.
- ◆ Through service would allow NJ Transit Northeast Corridor, Midtown Direct, and Long Branch trains to continue over Hell Gate Bridge.

Dual-mode locomotives permit service on other lines

- ◆ Dual-mode trains can connect non-electrified lines in New Jersey and Long Island by using the LIRR third-rail through Penn Station.
- ◆ Dual-mode operation was introduced to the New York area forty years ago, and Metro-North, Amtrak, and LIRR trains now use it.

Rail lines can be merged into a regional network



Frequent peak and off-peak service is essential

- ◆ Frequent service is essential to attract discretionary riders and to compete with auto travel.
- ◆ Twenty minute intervals, off-peak and on weekends, are critical to gain riders
- ◆ Proof-of-purchase fare collection, by using the existing labor force productively, makes these service levels affordable.

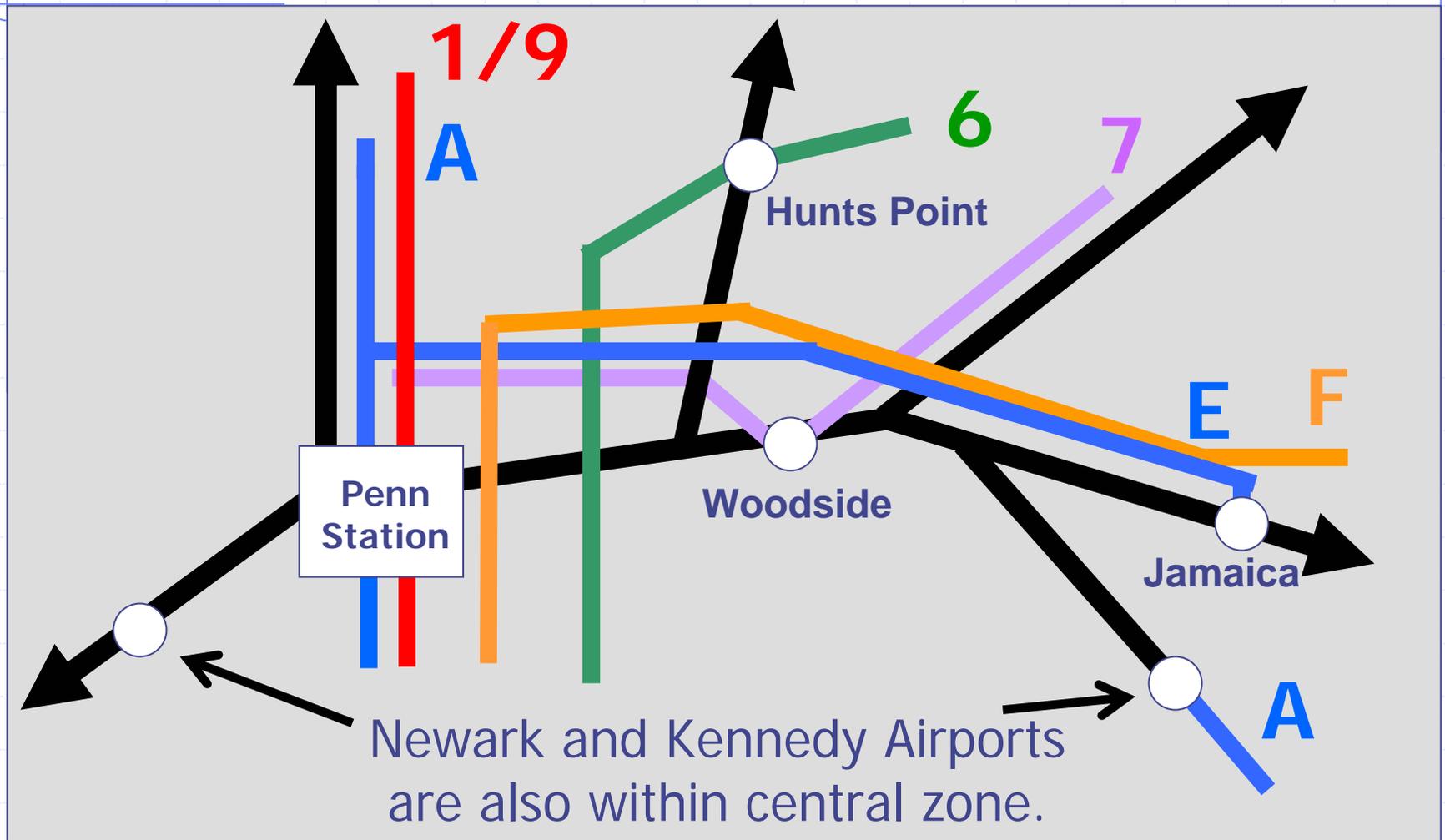
A simplified and affordable fare system is needed

- ◆ Offer free transfers from commuter rail lines to New York subway and bus lines.
- ◆ Balance this by allowing city residents to use their MetroCards on commuter lines within the city.
- ◆ Vending machines should be added at most if not all regional rail stations, reducing the need to sell tickets on trains.

Extend central fare zone to New Jersey urban core

- ◆ Extend New York “city fare” to a common central zone in congested parts of New Jersey.
- ◆ Initially Hudson County and city of Newark should be in central zone.
- ◆ Eventually, zone could be expanded to roughly a 15-mile radius on both sides of the Hudson.

New fare zone can relieve overcrowding on parallel subway routes.



Transit agencies can achieve mutual benefits by working together.

- ◆ New Jersey Transit and the Long Island Rail Road can gain much needed capacity at Penn Station.
- ◆ Metro-North can operate a new New Haven service to Penn Station on the Hell Gate Route much sooner by through-routing it with NJ Transit.
- ◆ Metro-North can add a new Hudson Line service to Penn as soon as the overall through-running plan is implemented.