NASSAU COUNTY PLANNING COMMISSION
DIVISION OF TRANSPORTATION

DOWNTOWN TRANSPORTATION INVENTORY: FREEPORT

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NASSAU COUNTY PLANNING COMMISSION

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I. Introduction

The Village of Freeport, which became incorporated in the Town of Hempstead in 1892, is located on the south shore of Long Island. Originally known as Great South Woods and later Raynortown, the origins of the current name of Freeport – so named in 1853 – date back to colonial times, when the canals at the southern tip of the community literally served as a 'free port,' meaning that trading vessels were not subjected to paying customs duties when unloading cargo.[1]

Although Freeport is perhaps best known for the Nautical Mile along Woodcleft Avenue that is home to several marinas, restaurants, and boating enterprises, this report focuses on the core of the downtown – in the vicinity of the LIRR station – to be consistent with previous Downtown Transportation Inventories completed for other hamlets and municipalities within Nassau County. The study area of this report comprises approximately 0.3 square miles of the 4.9 square mile Village of Freeport, and Maps 1 and 2 in Appendix B depict the study area environs and the quarter- and half-mile radii from the LIRR station, respectively.

a. Village Demographic Profile

According to the U.S. Census Bureau 2005-2007 American Community Survey (ACS) 3-Year Estimates, the Village of Freeport has a population of 41,272. The median age in Freeport is 36.0, which is slightly lower than the Nassau County figure of 40.8, and 74.3 percent of Freeport residents are 18 years of age or older.[2] Although the median household income in Freeport ($69,187) is less than the figure for Nassau County ($87,658), it is greater than that of both New York State ($52,944) and the nation as a whole ($50,007).[3]

Among the 65.0 percent of Freeport residents who are at least 16 years of age and are employed, the mean travel time to work is 29.2 minutes, which is comparable to the Nassau County figure of 32.8 minutes.[4] Commuting-to-work patterns in Freeport are also consistent with those of Nassau County, with the overwhelming majority of workers 16 years of age and older driving alone to work (Freeport 63.5 percent; Nassau County 68.5 percent).[5] [Note: more than half (55.1 percent) of the occupied households in Freeport have two or more vehicles available, 32.8 percent have one vehicle available, and 12.0 percent have no vehicles available].[6] The remaining Freeport residents who are at least 16 years of age and are employed use the following alternatives to get to work as opposed to driving alone: public transportation (excluding taxicab),

[1] Bleyer, Bill. "Freeport: Action on the Nautical Mile." <http://www.newsday.com>; (4 December 2008).
[2] U.S. Census Bureau; 2005-2007 American Community Survey, Demographic and Housing Estimates; generated by Nassau County Planning Department, using American Fact Finder; <http://factfinder.census.gov/>; (17 July 2009).
[3] U.S. Census Bureau; 2005-2007 American Community Survey, Selected Economic Characteristics; generated by Nassau County Planning Department, using American Fact Finder; <http://factfinder.census.gov/>; (17 July 2009).
[4] Ibid.
[5] Ibid.
[6] U.S. Census Bureau; 2005-2007 American Community Survey, Selected Housing Characteristics; generated by Nassau County Planning Department, using American Fact Finder; <http://factfinder.census.gov/>; (17 July 2009).

15.4 percent; carpool, 12.8 percent; walk, 3.0 percent; work at home, 2.8 percent; and other means, 2.4 percent.[7]

Despite several commonalities between the demographic indicators of the Village of Freeport and Nassau County as a whole, there are also dramatic differences. For instance, in Freeport, there is a considerably larger percentage of the population that is African American (35.0 percent) and Hispanic/Latino (35.9 percent) than in Nassau County (11.0 percent and 12.1 percent, respectively).[8] Furthermore, whereas 30.5 percent of occupied housing units in Freeport are renter-occupied, only 17.4 percent of all housing units in Nassau County are renter-occupied.[9]

Although the housing stock of Freeport is comprised of mostly single-family, detached homes (61.7 percent), this figure is noticeably lower than that of Nassau County as a whole (76.8 percent).[10] Additionally, whereas only 7.6 percent of the entire housing stock of Nassau County consists of housing with 20 or more units, this figure in Freeport is 24.6 percent.[11] According to the 2000 Census, Freeport has a significantly higher population density than Nassau County, with approximately 9,531 compared to 4,655 persons per square mile, respectively.[12] Within the study area of this report, there is a wide range in the population density of individual census blocks, from less than 25 to greater than 250 persons per block (see Map 3 in Appendix B).

II. Transit, Roadway, & Parking Data

a. Long Island Rail Road Station (LIRR)

Station Name:
Freeport
Branch:
Babylon
Street Location:
Between Henry Street and Benson Place (north of Freeport Plaza East)
(See Maps 1 and 2 in Appendix B, which depict an aerial view of the LIRR station location)
Rail Distance from Penn Station:
24.5 miles[13]

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[7] U.S. Census Bureau; 2005-2007 American Community Survey, Selected Economic Characteristics; generated by Nassau County Planning Department, using American Fact Finder; <http://factfinder.census.gov/>; (17 July 2009).
[8] U.S. Census Bureau; 2005-2007 American Community Survey, Demographic and Housing Estimates; generated by Nassau County Planning Department, using American Fact Finder; <http://factfinder.census.gov/>; (17 July 2009).
[9] U.S. Census Bureau; 2005-2007 American Community Survey, Selected Housing Characteristics; generated by Nassau County Planning Department, using American Fact Finder; <http://factfinder.census.gov/>; (17 July 2009).
[10] Ibid.
[11] Ibid.
[12] U.S. Census Bureau; Census 2000, Population, Housing Units, Area, and Density; generated by Nassau County Planning Department, using American Fact Finder; <http://factfinder.census.gov/>; (24 October 2008). [Note: 2005-2007 ACS population density data is not available at the Village level].
[13] MTA Long Island Rail Road; LIRR Freeport Timetable; <http://mta.info/lirr/html/ttn/freeport.htm>; (17 July 2009).

AM Westbound Peak Boarding Count:
1,236[14]

PM Eastbound Peak Alighting Count:
1,194[15]

Under the Station Use Levels characterized by the LIRR, Freeport is a Use Level 2 Station serving 2,000 to 6,000 passenger trips per day.[16]

b. LIRR Station Configuration

The Freeport LIRR station has an elevated platform with an at-grade station building.

Freeport LIRR station building

c. Physical Description of LIRR Station

The 1995 Station Design Guidelines for the LIRR categorized the Freeport station as located in a 'Town Center,' meaning that the nature of the surrounding area is a "[traditional town/neighborhood center] with commercial and retail activity."[17] The Freeport station is on the Babylon Branch, which includes stations from Rockville Centre to Babylon.

[14] Long Island Rail Road; Origin and Destination Study, 2006.
[15] Ibid.
[16] Long Island Rail Road; Station Design Guidelines, 1995.
[17] Ibid.

The station building is located under the tracks, bounded by Freeport Plaza North on the north, Freeport Plaza East on the south, Henry Street on the west, and Benson Place on the east (see Maps 1 and 2 in Appendix B). There are waiting rooms both inside the station building as well as on the platform, and there are numerous amenities in this vicinity, as described below.

Inside the station waiting room

Outside the platform-level waiting room

d. LIRR Station Services & Amenities

Ticket Office Hours:

Monday through Friday
6:10 AM to 1:45 PM
Closed 10:15 AM to 10:45 AM
Saturday, Sunday and Holidays
Closed

Benches (inside and outside the station building, and on the platform covered by a roof)
Platform-level waiting room with benches
Bicycle racks (east and west of the station building)
Covered bulletin boards with LIRR and LI Bus schedules posted (inside and outside the station building, and inside the platform-level waiting room)
Elevator, escalator, and staircases
Public phones (inside and outside the station building, and on the platform)
Restrooms (inside the station building)
Ticket vending machines (west of the station building)
USPS mailbox (west of the station building)
Coffee stand (west of the station building)
News stand (west of the station building)
Newspaper machines (east and west of the station building)

Ticket vending machines and a USPS mailbox

A coffee stand and news stand

e. LIRR Station Pedestrian Infrastructure

There is one elevated platform that serves the two tracks (i.e., eastbound and westbound) at the Freeport LIRR station. The platform stretches a length of more than 1,000 feet from a point between Henry Street and Benson Place on the east to a point between North Main Street and North Grove Street on the west (see Map 1 in Appendix B). Access to the platform is provided by one escalator located immediately west of the station building, one elevator located east of the station building serving persons with disabilities, and five different staircases with various locations near the station building (see Map 4 in Appendix B).

View of one staircase and the escalator from outside the LIRR station building

View of the elevator from the platform level

The five staircases provide ample access for commuters from both sides of the station building to the platform. From east to west, the five staircases are located as follows: immediately east of

the station building, near the elevator serving persons with disabilities; immediately west of the station building, adjacent to the escalator; west of Henry Street between Freeport Plaza North and Freeport Plaza East; east of South Main Street between Freeport Plaza North and Freeport Plaza East; and west of Church Street between Brooklyn Avenue and Freeport Plaza West. All of these staircases are located along the well-maintained pedestrian underpass that stretches the length of the platform with evenly-spaced lighting fixtures on the ceiling of the walkway.

One of the staircases leading up to the platform

View along the pedestrian underpass

f. Service Span: Metropolitan Transportation Authority – Long Island Bus Routes (MTA-LI Bus)

The Village of Freeport is served by the following eight different LI Bus routes: N4, N19, N36, N40, N41, N43, N62, and N88 (seasonal). Each of these routes includes a stop at the LIRR station. Refer to Tables 1 through 7A that follow for the current service span and average weekday ridership numbers – from the second quarter of the 2008 calendar year – for the above-referenced bus routes.[18]

Table 1

N4: Jamaica-Freeport via Merrick Road *Serves Freeport, South Nassau Hospital, Rockville Centre, Valley Stream, and Jamaica*		
Service Span (for Freeport)	**To Jamaica**	**To Freeport**
Weekday	4:25 AM to 1:25 AM	5:39 AM to 3:17 AM
Saturday	4:55 AM to 12:30 AM	6:25 AM to 2:17 AM
Sunday	5:00 AM to 11:30 PM	6:47 AM to 1:17 AM

Average Weekday Ridership: 9,717 (2nd Quarter, 2008)

[18] The service span for each of the MTA-LI Bus routes is effective from September 6, 2009, through January 2, 2010. For scheduling updates, refer to the MTA-LI Bus website <http://mta.info/libus/routes/routes.htm>.

Table 2

N19: Babylon-Freeport via Merrick Road/Montauk Highway *Serves Freeport, Sunrise Mall, and Babylon*		
Service Span (for Freeport)	**To Babylon**	**To Freeport**
Weekday	5:15 AM to 8:15 PM	6:23 AM to 10:25 PM
Saturday	5:15 AM to 8:15 PM	6:58 AM to 10:22 PM
Sunday	9:15 AM to 5:15 PM	11:26 AM to 7:26 PM

Average Weekday Ridership: 1,607 (2nd Quarter, 2008)

Table 3

N36: Lynbrook-Freeport via Atlantic Avenue *Serves Lynbrook, East Rockaway, and Freeport*		
Service Span (for Freeport)	**To Lynbrook**	**To Freeport**
Weekday	6:05 AM to 8:07 PM	7:10 AM to 8:08 PM
Saturday	7:07 AM to 7:07 PM	7:08 AM to 7:08 PM
Sunday	No service	No service

Average Weekday Ridership: 600 (2nd Quarter, 2008)

Table 4

N40: Mineola-Freeport *Serves Freeport, Roosevelt, Hempstead, and Mineola*		
Service Span (for Freeport)	**To Mineola**	**To Freeport**
Weekday	5:00 AM to 12:20 AM	5:17 AM to 12:30 AM
Saturday	5:00 AM to 12:20 AM	6:10 AM to 12:30 AM
Sunday	5:50 AM to 12:20 AM	7:01 AM to 12:05 AM

Average Weekday Ridership: 5,398 (2nd Quarter, 2008)

Table 5

N41: Mineola-Freeport *Serves Freeport, Roosevelt, Hempstead, and Mineola*		
Service Span (for Freeport)	**To Mineola**	**To Freeport**
Weekday	5:30 AM to 10:00 PM	6:00 AM to 11:15 PM
Saturday	5:30 AM to 10:20 PM	7:15 AM to 11:30 PM
Sunday	6:50 AM to 7:20 PM	7:31 AM to 8:01 PM

Average Weekday Ridership: 4,998 (2nd Quarter, 2008)

Table 6

N43: Roosevelt Field-Freeport *Serves Freeport, Roosevelt, Uniondale, East Meadow, and Westbury*		
Service Span (for Freeport)	**To Roosevelt Field**	**To Freeport**
Weekday	5:48 AM to 10:38 PM	6:36 AM to 11:16 PM
Saturday	6:19 AM to 10:14 PM	7:36 AM to 10:46 PM
Sunday	7:20 AM to 9:20 PM	8:11 AM to 10:11 PM

Average Weekday Ridership: 1,455 (2nd Quarter, 2008)

Table 7

N62: Freeport via Industrial Loop *Serves Freeport*	
Service Span	**To Freeport LIRR Station**
Weekday AM	7:48 AM to 9:23 AM
Weekday PM	3:11 PM to 5:11 PM

Average Weekday Ridership: See Table 7A
Note: There is no weekend service on this route.

Table 7A

N62: Freeport via Guy Lombardo Avenue/South Bayview Avenue *Serves Freeport*		
Service Span	**To Freeport LIRR Station Via Guy Lombardo Avenue**	**To Freeport LIRR Station Via South Bayview Avenue**
Weekday	5:54 AM to 10:15 AM	1:00 PM to 8:03 PM

Average Weekday Ridership: 254 (2nd Quarter, 2008)
Note: There is no weekend service on this route.

Furthermore, the N88 bus route serves Freeport and Jones Beach, but this route is seasonal and only operates from late May to mid-September. In season, the average weekday ridership is 274 (2nd Quarter, 2008).

For additional information on bus and rail schedules and opportunities for modal transfer during peak periods, refer to Tables 11 through 30 in Appendix A.

g. Bus Shuttle Service to LIRR Station

According to the MTA-LI Bus, there are no official bus shuttle routes to the Freeport LIRR station. However, the N62 route, which only serves Freeport, travels in a loop to and from the LIRR station.

h. Bus Shelters

As discussed above, the Village of Freeport is served by eight different LI Bus routes – the N4, N19, N36, N40, N41, N43, N62, and N88 (seasonal) – all of which have bus stops both at and in the vicinity of the LIRR station. These routes have a combined average weekday ridership of 24,303 (see Tables 1 through 7A). There are currently only three bus shelters in Freeport, none of which are located within the study area of this report, and the only benches at bus stops within the Village are located in front of the LIRR station.

Details of the three existing bus shelters in Freeport are as follows: there is a non-advertising shelter located on the east side of North Main Street south of Grand Avenue; a non-advertising shelter located on the west side of Babylon Turnpike north of Bedford Avenue; and an advertising bus shelter located on the east side of South Bayview Avenue south of Atlantic Avenue.

i. Taxi Service

The taxi service, All Island Transportation, has an office and stand located immediately west of the LIRR station building and provides an 'around the clock' operation.

j. Commuter & General Municipal Parking Lots within the Study Area

The Village of Freeport owns and operates nine commuter parking lots – providing more than 1,500 parking spaces – the vast majority of which are within walking distance of the LIRR station (i.e., less than a quarter-mile away).[19] In addition to the commuter parking lots, there are six general municipal lots – with a capacity of over 400 spaces – within the defined study area of this report.

Tables 8 and 9 that follow offer the respective breakdown of the commuter and general municipal lots. As a caveat, capacity and utilization data should be considered a 'snapshot in time' summary of conditions as they existed when the data was collected. It should be further noted that the parking data represent a compilation of surveying results from three different entities at three different times – the Village of Freeport Engineering Department, the Long Island Rail Road, and the Nassau County Planning Department, in November 2008, December 2008, and May 2009, respectively. To maximize the reliability of the findings, all of the surveying was conducted around noon, generally between 11am and 1pm, on regular business days.

[19] It is worth noting that the commuter parking capacity of 1,500+ spaces exceeds the morning westbound peak boarding count of 1,236 at the Freeport station, based on data from the LIRR 2006 Origin and Destination Study cited previously in this report.

Table 8

Freeport LIRR Station Commuter Parking				
LIRR Lot #	**Parking Capacity (Spaces)**	**Parking Utilization (Cars Parked)**	**Parking Utilization (Percent)**	**Comments**
044-1	313	224	71.6%	Commuter Permit Required (Freeport Residents Only)
044-1.1	232	232	100.0%	N/A
044-2	85	81	95.3%	Commuter Permit Required (Freeport Residents Only)
044-2.1	22	6	27.3%	N/A
044-3	78	44	56.4%	Commuter Permit Required (Freeport Residents Only); Excludes 38 "Village Employees Only" spaces
044-4	116	43	37.1%	N/A
044-5	362	250	69.1%	Excludes 10 "Firemen Only" spaces
044-7	222	185	83.3%	N/A
044-9	92	92	100.0%	Commuter Permit Required (Freeport Residents Only)
Parking Capacity & Utilization Totals	**1,522**	**1,157**	76.0%	N/A

Table 9

Freeport General Municipal Parking within Study Area				
Municipal Lot #	**Parking Capacity (Spaces)**	**Parking Utilization (Cars Parked)**	**Parking Utilization (Percent)**	**Comments**
8	29	7	24.1%	N/A
10	69	28	40.6%	Excludes 14 "Business Permit Only" spaces
11	101	64	63.4%	Excludes 17 "Main Street Mews Residents Only" spaces and 10 "Firemen Only" spaces
12	153	81	52.9%	N/A
14	23	21	91.3%	Excludes 28 "Village Employees Only" spaces
16	61	53	86.9%	N/A
Parking Capacity & Utilization Totals	**436**	**254**	58.3%	N/A

Map 5 in Appendix B displays the locations and corresponding capacities of the parking lots described above. Although the capacity and utilization data exclude parking spaces reserved for village officials, firemen, etc., Map 5 depicts entire lots. It is also important to note that an individual LIRR Lot number does not necessarily represent an individual parking lot. For

instance, LIRR Lots #044-2 and #044-2.1 correspond to two sections of an individual lot, and LIRR Lot #044-4 spans three distinct lots.

When the surveying was conducted, the average percent utilization of the commuter lots and general municipal lots was approximately 76 percent and 58 percent, respectively. Accordingly, there was additional parking capacity not being utilized. The percent utilization differed greatly from one lot to another, however, ranging from less than 30 percent up to 100 percent for the commuter lots, and from less than 25 percent up to greater than 90 percent for the general municipal lots. The causes of this disparity in utilization rates are not clear, as there are a number of potentially confounding variables (e.g., lot capacity, proximity to the LIRR station, parking permit requirements and time restrictions, etc.).

All commuter and general municipal lots are owned and operated by the Village of Freeport, and the lack of effective signage is noteworthy. The vast majority of the commuter lots do not have a "Municipal Lot #" posted, and the Village is unable to provide information that links the unmarked lots with the corresponding lot numbers.[20] Additionally, for both the commuter and general municipal lots, if time restrictions are posted, or if there is a parking fee, it is unclear in many instances which parking spaces are subject to these restrictions as a result of inadequate signage. As such, although there is considerable variation in time restrictions and parking fees both among and within individual lots, these details are omitted from Tables 8 and 9 above.

LIRR Lot #044-9

Municipal Parking Lot #14

k. Roads & On-Street Parking within the Study Area

Vehicular access to the LIRR station is provided by a number of different roads (see Map 1 in Appendix B). The entrance to the LIRR station building is located on the north side of Freeport Plaza East, a village road that runs east-west with one lane in each direction. At the station entrance on Freeport Plaza East, there is no on-street parking permitted; the taxi stand is located on the north side of the street, and LIRR Lots #044-1 and #044-1.1 are located on the south side of the street. At the entrance to the LIRR station, Freeport Plaza East can be accessed from the

[20] Accordingly, this report references the "LIRR Lot #" for the commuter lots, which is a designation used by the LIRR but not by the Village.

following three different directions: the west via Henry Street, a County road that runs northwest-southeast with two lanes in each direction and limited on-street metered parking; the north via Freeport Plaza North, a one-way village road that runs east-west with no on-street parking permitted; and the south via Sunrise Highway, a state highway (NY Route 27) that generally runs east-west with three lanes in each direction and mostly no on-street parking, but limited metered parking for stretches. Sunrise Highway is a major commercial corridor that traverses the entirety of the south shore of Nassau County and extends into Queens County on the west and Suffolk County on the east.

In addition to the above-referenced corridors which are significant because they provide direct access to the LIRR station, there are a number of other important roads in the study area of this report. For instance, North Grove Street, which becomes Guy Lombardo Avenue at Sunrise Highway, is noteworthy because the road provides access to Freeport Plaza West/East, and thus provides indirect access to the LIRR station. Within the study area, North Grove Street is a multi-jurisdictional road that runs north-south with one lane in each direction and there is limited non-metered parking on the east side of the street and no on-street parking on the west side of the street.[21] Within the study area, Guy Lombardo Avenue has metered on-street parking, and ownership of the road was transferred from the County to the village in 2007.

North/South Main Street also provides indirect access to the LIRR station via its connection to Freeport Plaza East, and it is a major northwest-southeast corridor that traverses the entire village and serves as a link to the hamlet of Roosevelt. Within the study area, North Main Street, a County road, has two lanes in each direction with metered on-street parking. At the intersection with Freeport Plaza West/East just south of the LIRR tracks, North Main Street splits into Church Street and South Main Street. South Main Street is a village road with one lane in each direction and has stretches with no on-street parking and other stretches with metered parking. Within the study area, Church Street is a County road with one lane in each direction and limited on-street metered parking.

Another important corridor in the study area is Brooklyn Avenue/Broadway (until the road splits into Commercial Street at the intersection with Harding Place), a multi-jurisdictional roadway that runs generally in an east-west direction and provides direct access to many of the commuter and short-term municipal parking lots.[22] On Brooklyn Avenue, there is one lane in each direction, the south side of the street is predominantly used for commuter parking lots (with stretches of limited non-metered on-street parking), and the north side of the street has stretches of both metered and non-metered on-street parking. When Brooklyn Avenue becomes Broadway at the intersection with North Main Street, there are two lanes in each direction with no on-street parking permitted on the south side of the street and some limited non-metered on-street parking on the north side of the street.

Similar to Sunrise Highway discussed above, East/West Merrick Road – known as Merrick Boulevard in Queens and becoming Montauk Highway (NY Route 27A) in Suffolk County – is a

[21] North Grove Street is a village road from Randall Avenue to Brooklyn Avenue, and a County road from Brooklyn Avenue to Sunrise Highway, at which point the road becomes Guy Lombardo Avenue.
[22] From North Long Beach Avenue to North Grove Street, Brooklyn Avenue is a village road. From North Grove Street to North Main Street, Brooklyn Avenue is a County road. At North Main Street, Brooklyn Avenue becomes Broadway, which is a County road.

major corridor that generally runs east-west and traverses the entirety of Nassau County. The portion of East/West Merrick Road within the study area is a County road with two lanes in each direction and has stretches of both non-metered and metered on-street parking.

Annual Average Daily Traffic (AADT) data – which quantifies the average daily volume of vehicular traffic at a specific point on a road – has only been collected along a few of the corridors within the study area of this report. The available traffic counts, and the corresponding dates that the counts were conducted, are presented in Table 10 below.

Table 10

Freeport Study Area AADT Counts				
Traffic Count Road Name	**Road Segment**		**AADT**	**Date of Count**
	From	**To**		
Sunrise Highway (NY 27)	South Long Beach Avenue	Meadowbrook State Parkway (NY 908E)	54,222	June 2005
North Main Street	Sunrise Highway (NY 27)	Freeport Plaza East/West	19,418	December 2001
South Main Street	East/West Merrick Road	Sunrise Highway (NY 27)	4,997	September 2006
Church Street	West Merrick Road	North Main Street	4,965	December 2001

III. Description of Station Environs

a. Access to Trains

Observing traffic patterns, it seems that despite the numerous means of access to both the station building and platform, pedestrian safety could be a concern for a number of reasons. For instance, the street network in the near vicinity of the LIRR station is complex, and all commuters who are coming from any of the nine parking lots have to cross traffic to access the station building. A prime example of the road layout that complicates pedestrian access to the station, specifically from the west, is where North Main Street splits into Church Street and South Main Street at the intersection with Freeport Plaza West/East. Even those commuters who have relatively direct access to the station by coming from LIRR Lots #044-1, #044-1.1, or #044-7 – which surround the station – must traverse either Freeport Plaza East or North, and this can be difficult because of frequent bus, taxi, and passenger car arrivals and departures.

Two-way traffic on Freeport Plaza East divides the station building on the right from LIRR Lots #044-1 and #044-1.1 on the left

Additionally, people coming to the station from commuter parking lots that do not surround the station – most notably the western-most lot in LIRR Lot #044-4 located on the south side of Brooklyn Avenue between North Long Beach Avenue and North Bergen Place – have even more of a challenge due to a lack of consistent pedestrian infrastructure. Although this lot provides pedestrian access to the station via well-maintained sidewalks and the pedestrian underpass, there is inadequate pedestrian infrastructure en route to the underpass along Brooklyn Avenue. Specifically, commuters must first cross two-way traffic at North Bergen Place with no traffic light or pedestrian signal and a faded crosswalk; then cross two-way traffic at North Ocean Avenue with only a blinking yellow traffic signal, no pedestrian signal, and a faded crosswalk; and finally cross two-way traffic at North Grove Street, which is similar to North Ocean Avenue except that there is a well-maintained crosswalk.

Pedestrian view of the south side of Brooklyn Avenue, looking east at the intersection with North Bergen Place

Accordingly, many commuters who 'park and ride' are faced with unaccommodating infrastructure leading from the parking fields to the LIRR station, as best evidenced by LIRR Lot #044-4. In fact, only those commuters who take the bus to the LIRR station have direct access from a sidewalk to the station.

Nevertheless, many intersections in the study area provide ample pedestrian infrastructure in the form of four-way well-maintained crosswalks, traffic lights, pedestrian signals, and push buttons. Furthermore, sidewalks throughout the study area are generally well-maintained with few if any cracks; this is exemplified in the new brick-paved sidewalks along roads that have already benefited from investment in downtown revitalization, such as Guy Lombardo Avenue and South Main Street, as discussed below.

b. Downtown Revitalization

The Village of Freeport, through the Freeport Community Development Agency (CDA), has been engaged in an ongoing downtown revitalization effort since 1998. The history of revitalization in Freeport started with the redevelopment of the Nautical Mile on Woodcleft Avenue along the waterfront in the southern-most section of the Village, which has subsequently served as a prototype for redevelopment of the downtown within the defined study area of this report. Specifically, the revitalization of both the waterfront and the downtown area has included

the following elements: roadway reconstruction, replacement of old concrete sidewalks with brick pavers, and the installation of planting strips and antique-style lighting.

Antique-Style lighting:
"Shop in Downtown Freeport"

Brick pavers and planting strips

The blueprint for revitalization in the Village is comprised of two facets – the functional and the aesthetic – that have been and continue to be applied to the downtown area. The functional aspect of this revitalization formula refers to roadway and sidewalk improvements that are made to better serve motorists and pedestrians, respectively. The aesthetic element of the revitalization effort includes the provision of streetscape amenities to make the area more visually-appealing and pedestrian-friendly. Beyond streetscape improvements, a prime example of this ubiquitous enhancement to the appearance of the downtown area is the Façade Improvement and Fixture Replacement Program, in which the street frontage of commercial buildings is visually enriched through the renovation of storefronts.[23]

[23] The Village of Freeport; "Community Development: Commercial Façade Improvement and Fixture Replacement Program; Administrative Regulations;" Revised 1/24/03 and 12/20/04; <http://www.freeportny.gov/index.aspx?NID=276>; (23 December, 2008).

Façade Improvement and Fixture Replacement Program

To date, the revitalization effort has been primarily concentrated south of Sunrise Highway, but the Village has selected a consortium of consultants to begin the Visioning process for the North Main Street corridor, which stretches a distance of about one mile from the Freeport LIRR station north to the border with the hamlet of Roosevelt. As is consistent with the downtown revitalization effort, the objective is to "[improve] the appearance, function, walkability and economic performance" of the corridor.[24]

c. Study Area Land Use

The land uses in the study area include residential, business, retail, parking, community services, and light-industrial. The area immediately surrounding the station is predominantly used for parking, with commercial, residential, and light-industrial development – in addition to community services – in the outlying areas. The land uses in and around the study area are depicted on Map 6 in Appendix B.

North Grove Street/Guy Lombardo Avenue (from Randall Avenue to West Merrick Road) is a north-south corridor that runs perpendicular to the LIRR station and passes under the LIRR tracks, and there are notable differences in the predominant land uses north and south of Sunrise Highway. North of Sunrise Highway, this roadway is known as North Grove Street. The east side of the street consists mostly of apartment complexes, while the west side of the street is primarily comprised of parking lots, most notably LIRR Lot #044-3, as well as an attractive streetscape located behind Village Hall. There is also a church on the west side of the street that has a private parking lot.

[24] The Village of Freeport; "Request for Proposals: North Main Street Corridor Master Plan;" <http://www.freeportny.gov/documents/Community%20Development/Request%20for%20Proposals%20%28RFP%29/NMain_Corridor_MP_R_1.PDF>; (23 December, 2008).

Streetscape behind Village Hall

Apartment complex

South of Sunrise Highway, this corridor is known as Guy Lombardo Avenue, and there is mixed-use development, including some two-story buildings with apartments, businesses, or vacancies for these uses on the second floor. There are a wide variety of businesses and retail establishments along this part of the corridor – including law firms, real estate property management firms, delis and ethnic restaurants, spas/salons and barber shops, florists, etc. – as well as John W. Dodd Middle School.

One- and two-story commercial buildings

John W. Dodd Middle School

The portion of Guy Lombardo Avenue located in the study area has recently been improved as part of the downtown revitalization effort discussed above. The pavement and curbs along the roadway have been rehabilitated, and the installation of brick pavers and planting strips has created a pedestrian-friendly environment.

North Main Street/South Main Street (from Randall Avenue to East Merrick Road) is a major corridor that traverses the entire Village, generally in a northwest-southeast direction, and passes under the platform at the LIRR station. North of the LIRR station, this road is known as North Main Street and has a senior citizen apartment complex, a social security building, a New York State Department of Labor Community Service Center, a small shopping center, several religious

uses (including a Christian Academy, Bible Center, and a church), and numerous multi-story vacancies.

At both sides of the intersection of North Main Street and Brooklyn Avenue / Broadway, there is a large vacant multi-story building.

South of the LIRR station, this corridor is known as South Main Street, and there is mixed-use development. There are a variety of business and retail establishments along this section of the corridor, including discount stores, restaurants, furniture stores, a pharmacy, and a beauty supply store. Many buildings have second-floor businesses or apartments. There are also several vacant buildings, some of which are boarded up. As a striking contrast, however, South Main Street is also home to the Main Street Mews building, which opened in 2005 and was constructed as a unique three-story complex of loft space intended for artists to live and work.[25]

Commercial development with second-story apartments

The Main Street Mews

The portion of South Main Street located in the study area, similar to Guy Lombardo Avenue, has benefited from the downtown revitalization effort, and this accounts for its visual appeal when compared to North Main Street. On South Main Street, the roadway has new asphalt and

[25] Freeport Report; "Main Street Mews Officially Opens to Public;" <http://www.freeportny.com/archives/32/May%202005%20Freeport%20Report.pdf>; May 2005; (23 December, 2008).

curbs, and the sidewalk is now comprised of brick pavers with planting strips and antique-style lighting. Additionally, several stores on South Main Street have been beneficiaries of the Façade Improvement and Fixture Replacement Program.

Brooklyn Avenue/Broadway/Commercial Street (from North Long Beach Avenue to Rutland Road) is located north of the LIRR station, runs generally in an east-west direction parallel to the railroad tracks, and is comprised of a mix of land uses. On Brooklyn Avenue and Broadway, the south side of the street is used entirely for commuter and short-term municipal parking, and the north side of this section of the corridor, traveling from east to west, contains several multi-story apartment complexes, commercial development with second-story apartments, two large vacant buildings at both sides of the intersection with North Main Street, and the Freeport Fire Department building. When this road splits to Commercial Street, the predominant land use is light-industrial, including numerous vacancies, and there are several private parking lots. There is also some single-family housing on the north side of the street towards the eastern boundary of the study area.

LIRR Lot #044-4
on the south side of Brooklyn Avenue

A light-industrial building
on Commercial Street

Sunrise Highway (from South Long Beach Avenue to South Columbus Avenue) is a state highway (NY Route 27) that is located south of the LIRR station and runs generally in an east-west direction parallel to the railroad tracks.[26] Sunrise Highway is dominated by commercial strip development with a striking number of automobile-oriented businesses along this stretch of the corridor, including several car dealerships, repair shops, gas stations, tire stores, etc. These auto-oriented commercial uses are inter-mixed with small shopping centers and big-box retail establishments, including a Home Depot adjacent to a Staples, as well as two-story commercial developments, some with second-story vacancies. Between Guy Lombardo Avenue and Church Street, on the north side of Sunrise Highway, there is a large vacant building (i.e., the former Meadowbrook Bank) and vast open space with an area exceeding one acre. This site was proposed to be revitalized as a mixed-use development ('Plaza West') with office, retail, and residential uses on-site in conjunction with roadway and streetscape improvements on Sunrise

[26] It should be noted that the downtown area in Freeport is bisected by Sunrise Highway, which is a high-volume arterial roadway and can thereby cause problems of accessibility to the LIRR station for both automobiles and pedestrians.

Highway, but the project is not going forward at this time, according to the Freeport Building Department and CDA.

An automobile-oriented business

The former Meadowbrook Bank

d. Zoning

Following several revisions to the zoning map of Freeport during the late 1980s and early 1990s – after its initial adoption by the Village Board of Trustees on February 2, 1987 – the current zoning map was last updated on May 20, 1994.[27] The study area is currently zoned for the following uses: residential (including both apartments and single-family homes), business and retail, industrial, manufacturing, and park land. These uses are contained within the following designated zoning districts, as described in the Freeport Zoning Code: "Residence Apartment;" "Residence A," which permits single-family homes, churches, public schools, public libraries, public parks, etc.; "Business AA," which permits all of the same uses as the "Residence A" district, in addition to office and professional buildings; "Business B," which permits retail uses with a number of restrictions; "Service Business," which permits all of the same uses as the "Business B" district, in addition to gas sales and accessory automobile servicing sales, warehousing and distribution facilities, nurseries and garden shops, etc.; "Industrial;" "Manufacturing;" and "Park."[28] The two predominant uses that the study area is currently zoned for are business – mostly south of the LIRR tracks – and residential (specifically, apartments) – mostly north of the LIRR tracks. The "Study Area Land Use" section above should be consulted for the present-day land uses in the study area.

[27] The Village of Freeport; "Building Zone Map: Village of Freeport." <http://ny-freeport.civicplus.com/documents/Public%20Works/zoningmap.pdf>; (15 April, 2009).

[28] As part of the Visioning initiative in Freeport focusing on the North Main Street corridor, the consultant team will draft a form-based development code that will emphasize the character of building design. If adopted by the Village, this form-based code would supersede the existing zoning code based on traditional limitations of type of use, building height, floor area ratio (FAR), etc.

IV. Conclusion

The Village of Freeport, located on the south shore of Nassau County, Long Island, is conveniently served by a multi-modal public transportation system. The Freeport LIRR station, on the Babylon Branch, provides ample east-west travel options, with connections to rail lines extending from Montauk on the east end of Suffolk County to Penn Station in Manhattan. The Village is also well-served by seven regular LI Bus routes, plus an additional route that operates during the summer months to and from Jones Beach. In contrast to most of Nassau County where there are few north-south public transportation routes, there are several options in Freeport, most notably the N40 and N41 LI Bus routes which both link Freeport to Mineola. All of the LI Bus routes that serve Freeport have bus stops at the Freeport LIRR station (refer to the MTA-LI Bus website <http://mta.info/libus/maplibus.pdf> for more information). There are also vast opportunities for modal transfer from bus to rail and vice versa (see Tables 19 through 30 in Appendix A).

Additionally, with nine commuter parking lots owned and operated by the Village of Freeport – providing over 1,500 parking spaces, most of which located within one quarter-mile of the LIRR station – commuters who use the LIRR have the option to 'park and ride.' As previously noted, the commuter parking capacity exceeds the morning westbound peak boarding count on the LIRR at the Freeport station. Accordingly, based on the LIRR ridership figures cited in this report, there appears to be sufficient parking for LIRR users for the foreseeable future, also considering that some riders walk, take buses, or are dropped off at the station. Nevertheless, the complex street network around the LIRR station, in conjunction with a lack of consistent pedestrian infrastructure leading from the commuter parking lots to the LIRR station, could be a source of concern for pedestrian safety.

There is a mix of land uses interspersed throughout the approximately 0.3 square mile study area of this report, ranging from low- and high-density housing and community services to commercial strip and light-industrial development. There are also a significant number of single- and multi-story vacant buildings throughout the study area, most notably at both sides of the intersection of North Main Street and Brooklyn Avenue / Broadway.

Since 1998, the downtown area has benefited from an ongoing revitalization effort, led by the Freeport Community Development Agency, to improve the function and appearance of roadways and sidewalks and to create an attractive street wall as part of the mission of the Façade Improvement and Fixture Replacement Program. To date, the primary focus of the downtown revitalization effort has been the area south of Sunrise Highway (e.g., Guy Lombardo Avenue and South Main Street), emanating from the rehabilitation of the Nautical Mile on Woodcleft Avenue.

Additionally, the Village of Freeport has partnered with Nassau County, the office of Congresswoman Carolyn McCarthy, and a consultant team in its Visioning initiative for the North Main Street corridor, leading from the Freeport LIRR station to the Roosevelt border. The County Visioning program is a grants program intended to foster public participation and consensus-building for local improvement projects that spur economic development.

APPENDIX A

Freeport LIRR AM & PM Peak Service Schedules[29]

Table 11

Long Island Rail Road AM Peak Period Trains			
Freeport Station			
Depart Freeport	**Arrive Jamaica**	**Arrive Flatbush Avenue**	**Arrive Penn Station**
5:27	5:49	6:17 (J)	6:08
5:46	6:09	6:32	6:29 (J)
6:10	6:32	7:03 (J)	6:55
6:26	6:48	7:08 (J)	7:08
6:38	7:02	7:23 (J)	7:22
6:45	7:08	7:27	7:34 (J)
6:57	-	-	7:40
7:11	7:35	7:54	8:00 (J)
7:29	-	-	8:13
7:46	-	-	8:31
7:51	8:13	8:36	8:42 (J)
8:10	-	-	8:50
8:25	8:48	9:10 (J)	9:08
8:32	8:50	9:10 (J)	9:11
8:45	9:08	9:26 (J)	9:31
8:53	9:14	9:34 (J)	9:37
9:06	9:28	9:50 (J)	9:50

Table 12

Long Island Rail Road PM Peak Period Trains			
Freeport Station			
Depart Penn Station	**Depart Flatbush Avenue**	**Depart Jamaica**	**Arrive Freeport**
4:12	-	-	4:54
4:15 (J)	4:16	4:37	4:58
4:32 (J)	4:39	4:59	5:22
4:37	-	-	5:19
4:54 (J)	4:56	5:16	5:40
5:03	-	-	5:46
5:23 (J)	5:23	5:44	6:06
5:24	5:23 (J)	5:47	6:10
5:38 (J)	5:45	6:05	6:26
5:47	-	-	6:31
5:51 (J)	6:07	6:27	6:50
6:10	-	-	6:54
6:36	6:27 (J)	6:56	7:20
6:46	6:42 (J)	7:08	7:31
7:08	7:06 (J)	7:28	7:50
7:30	7:23 (J)	7:50	8:07
7:41	7:35 (J)	8:02	8:25

Notes:
(J) Change at Jamaica

[29] The LIRR service schedules are effective from September 8, 2009, through November 8, 2009. For scheduling updates, refer to the LIRR website <http://mta.info/lirr/html/ttn/freeport.htm>.

MTA-LI Bus AM & PM Peak Service Schedules at the Freeport LIRR Station[30]

Table 13

N4: Jamaica-Freeport via Merrick Road *Bus stop at the Freeport LIRR station*	
To Jamaica	**To Freeport**
AM Peak Period	*AM Peak Period*
5:15	5:39
5:30	6:00
5:42	6:20
5:52	6:40
6:02	6:58
6:12	7:10
6:20	7:20
6:28	7:30
6:36	7:38
6:46	7:46
6:53	7:53
7:00	7:59
7:07	8:05
7:14	8:12
7:21	8:19
7:28	8:26
7:37	8:33
7:46	8:40
7:55	8:46
8:04	8:53
8:14	8:59
8:24	9:06
8:36	9:13
8:48	-
9:03	-

[30] The MTA-LI Bus service schedules are effective from September 6, 2009, through January 2, 2010. For scheduling updates and maps of the bus routes that serve Freeport, refer to the MTA-LI Bus website <http://mta.info/libus/routes/routes.htm>.

Table 13 (Continued)

N4: Jamaica-Freeport via Merrick Road *Bus stop at the Freeport LIRR station*	
To Jamaica	**To Freeport**
PM Peak Period	*PM Peak Period*
4:56	5:01
5:03	5:10
5:11	5:20
5:19	5:30
5:29	5:39
5:39	5:47
5:49	5:57
6:00	6:08
6:15	6:19
6:31	6:27
6:55	6:35
7:25	6:45
7:55	6:55
8:25	7:03
-	7:11
-	7:23
-	7:36
-	7:47
-	8:02
-	8:18
-	8:38

Table 14

N19: Babylon-Freeport via Merrick Road/Montauk Highway *Bus stop at the Freeport LIRR station*	
To Babylon	**To Freeport**
AM Peak Period	*AM Peak Period*
5:15	6:23
5:45	6:53
6:15	7:23
6:35	7:58
6:55	8:18
7:15	8:55
7:35	-
7:55	-
8:15	-
8:45	-
PM Peak Period	*PM Peak Period*
5:15	5:01
5:45	5:31
6:15	6:01
7:15	6:31
8:15	7:01
-	7:31
-	8:01
-	8:25

Table 15

N36: Lynbrook-Freeport via Atlantic Avenue *Bus stop at the Freeport LIRR station*	
To Lynbrook	**To Freeport**
AM Peak Period	*AM Peak Period*
6:05	7:10
7:05	8:10
8:05	9:10
9:07	-
PM Peak Period	*PM Peak Period*
5:05	5:10
6:07	6:08
7:07	7:08
8:07	8:08

Table 16

N40: Mineola-Freeport *Bus stop at the Freeport LIRR station*	
To Mineola	**To Freeport**
AM Peak Period	*AM Peak Period*
5:12	5:17
5:22	5:44
5:42	6:13
6:02	6:43
6:20	7:02
6:33	7:18
6:45	7:36
6:55	7:49
7:07	8:01
7:19	8:13
7:31	8:25
7:43	8:37
7:55	8:50
8:10	9:05
8:25	-
8:40	-
8:56	-
9:12	-

Table 17

N41: Mineola-Freeport *Bus stop at the Freeport LIRR station*	
To Mineola	**To Freeport**
AM Peak Period	*AM Peak Period*
5:30	6:00
5:50	6:30
6:10	6:55
6:25	7:12
6:37	7:28
6:47	7:45
6:59	7:57
7:11	8:09
7:23	8:21
7:35	8:33
7:47	8:45
8:00	8:59
8:15	9:14
8:30	-
8:46	-
9:02	-

Table 16 (Continued)

N40: Mineola-Freeport *Bus stop at the Freeport LIRR station*	
To Mineola	**To Freeport**
PM Peak Period	*PM Peak Period*
4:53	4:59
5:05	5:11
5:17	5:23
5:29	5:35
5:45	5:47
6:05	5:59
6:37	6:11
7:07	6:23
7:37	6:35
8:20	6:51
-	7:09
-	7:27
-	7:53
-	8:23

Table 17 (Continued)

N41: Mineola-Freeport *Bus stop at the Freeport LIRR station*	
To Mineola	**To Freeport**
PM Peak Period	*PM Peak Period*
4:57	4:55
5:09	5:07
5:21	5:19
5:35	5:31
5:53	5:43
6:18	5:55
6:50	6:07
7:20	6:19
8:00	6:31
8:40	6:45
-	7:01
-	7:21
-	7:40
-	8:10
-	8:40

Table 18

N43: Roosevelt Field-Freeport *Bus stop at the Freeport LIRR station*	
To Roosevelt Field	**To Freeport**
AM Peak Period	*AM Peak Period*
5:48	6:36
6:18	7:06
6:49	7:36
7:19	8:07
7:49	8:37
8:20	9:07
8:49	-
PM Peak Period	*PM Peak Period*
4:49	5:12
5:19	5:43
5:49	6:12
6:44	6:41
7:44	7:36
8:29	8:16

(Note: For schedules and maps of the N62 bus route – which exclusively serves Freeport – and the N88 bus route – which seasonally serves Freeport and Jones Beach – refer to the LI Bus website <http://mta.info/libus/routes/routes.htm>)

Modal Transfer: AM Peak Bus-to-Rail & PM Peak Rail-to-Bus Connectivity

Tables 19 through 30 depict potential opportunities for bus-to-rail service connectivity during the morning peak period and rail-to-bus service connectivity during the afternoon/evening peak period, using current LIRR and MTA-LI Bus timetable information as presented in Tables 11-18. Each bus route begins and ends at the Freeport LIRR station. Accordingly, Tables 19 through 30 show morning peak period bus-to-rail connectivity data for the direction in which the Freeport LIRR station is the bus destination, and afternoon/evening peak period rail-to-bus connectivity data for the direction in which the Freeport LIRR station is the bus origin.

The connectivity data are based on an assumption that allows riders five minutes for modal transfer and up to 20 minutes of waiting time. For example, someone traveling on the N4 bus arriving at the Freeport LIRR station at 6:20am can take either the 6:26am, 6:38am, or 6:45am train to New York City without having to wait more than 20 minutes for the scheduled train to arrive, factoring in five minutes allotted for modal transfer.

Each MTA-LI Bus route that serves Freeport offers the possibility of modal transfer to and from the LIRR. However, the north/south LI Bus routes (i.e., N40, N41, and N43) are likely used more frequently for purposes of intermodal connectivity than are the east/west LI Bus routes (i.e., N4, N19, and N36) because the LIRR runs east/west. As such, the connectivity tables that follow differentiate between the north/south LI Bus routes that more likely factor into inter-County travel and the east/west LI Bus routes that more likely are used primarily to facilitate intra-County travel.

North/South MTA-LI Bus Routes

Table 19

AM Peak Bus-to-Rail Transfer		
MTA-LI Bus N40 to LIRR Babylon Branch (NYC Bound)		
MTA Bus Line	**N40 to Freeport**	**Train departs to NYC**
N40	5:17	5:27
	6:13	6:26
	6:13	6:38
	6:43	6:57
	7:02	7:11
	7:18	7:29
	7:36	7:46
	7:36	7:51
	7:49	8:10
	8:01	
	8:01	8:25
	8:13	
	8:13	8:32
	8:25	
	8:25	8:45
	8:38	
	8:38	8:53
	8:50	9:06

Table 20

PM Peak Rail-to-Bus Transfer		
LIRR Babylon Branch (from NYC) to MTA-LI Bus N40		
MTA Bus Line	**Train arrives from NYC**	**N40 to Mineola**
N40	4:54	5:05
		5:17
	4:58	5:05
		5:17
	5:19	5:29
	5:22	5:29
		5:45
	5:40	5:45
		6:05
	5:46	6:05
	6:26	6:37
	6:31	6:37
	6:50	7:07
	6:54	7:07
	7:20	7:37
	7:31	7:37
	8:07	8:20

Table 21

AM Peak Bus-to-Rail Transfer		
MTA-LI Bus N41 to LIRR Babylon Branch (NYC Bound)		
MTA Bus Line	**N41 to Freeport**	**Train departs to NYC**
N41	6:00	6:10
	6:30	6:38
	6:30	6:45
	6:55	7:11
	7:12	7:29
	7:28	7:46
	7:28	7:51
	7:45	
	7:45	8:10
	7:57	
	8:09	8:25
	8:09	8:32
	8:21	
	8:21	8:45
	8:33	
	8:33	8:53
	8:45	
	8:45	9:06
	8:59	

Table 22

PM Peak Rail-to-Bus Transfer		
LIRR Babylon Branch (from NYC) to MTA-LI Bus N41		
MTA Bus Line	**Train arrives from NYC**	**N41 to Mineola**
N41	4:54	5:09
	4:58	5:09
		5:21
	5:19	5:35
	5:22	5:35
	5:40	5:53
	5:46	5:53
	6:06	6:18
	6:10	6:18
	6:26	6:50
	6:31	6:50
	7:50	8:00
	8:25	8:40

Table 23

AM Peak Bus-to-Rail Transfer		
MTA-LI Bus N43 to LIRR Babylon Branch (NYC Bound)		
MTA Bus Line	**N43 to Freeport**	**Train departs to NYC**
N43	6:36	6:45
	6:36	6:57
	7:06	7:11
	7:06	7:29
	7:36	7:46
	7:36	7:51
	8:07	8:25
	8:07	8:32
	8:37	8:45
	8:37	8:53

Table 24

PM Peak Rail-to-Bus Transfer		
LIRR Babylon Branch (from NYC) to MTA-LI Bus N43		
MTA Bus Line	**Train arrives from NYC**	**N43 to Roosevelt Field**
N43	4:54	5:19
	4:58	5:19
	5:40	5:49
	6:26	6:44
	6:31	6:44
	7:20	7:44
	7:31	7:44
	8:07	8:29

East/West MTA-LI Bus Routes

Table 25

AM Peak Bus-to-Rail Transfer		
MTA-LI Bus N4 to LIRR Babylon Branch (NYC Bound)		
MTA Bus Line	**N4 to Freeport**	**Train departs to NYC**
N4	5:39	5:46
	6:00	6:10
	6:20	6:26
	6:20	6:38
	6:20	6:45
	6:40	
	6:40	6:57
	6:58	7:11
	7:10	7:29
	7:20	

Table 26

PM Peak Rail-to-Bus Transfer		
LIRR Babylon Branch (from NYC) to MTA-LI Bus N4		
MTA Bus Line	**Train arrives from NYC**	**N4 to Jamaica**
N4	4:54	5:03
		5:11
		5:19
	4:58	5:03
		5:11
		5:19
	5:19	5:29
		5:39
	5:22	5:29
		5:39

Table 25 (Continued)

AM Peak Bus-to-Rail Transfer		
MTA-LI Bus N4 to LIRR Babylon Branch (NYC Bound)		
MTA Bus Line	**N4 to Freeport**	**Train departs to NYC**
N4	7:30	7:46
	7:38	
	7:30	7:51
	7:38	
	7:46	
	7:46	8:10
	7:53	
	7:59	
	8:05	
	8:05	8:25
	8:12	
	8:19	
	8:12	8:32
	8:19	
	8:26	
	8:26	8:45
	8:33	
	8:40	
	8:33	8:53
	8:40	
	8:46	
	8:46	9:06
	8:53	
	8:59	

Table 26 (Continued)

PM Peak Rail-to-Bus Transfer		
LIRR Babylon Branch (from NYC) to MTA-LI Bus N4		
MTA Bus Line	**Train arrives from NYC**	**N4 to Jamaica**
N4	5:40	5:49
		6:00
	5:46	6:00
	6:06	6:15
		6:31
	6:10	6:15
		6:31
	6:26	6:31
	6:50	6:55
	7:20	7:25
	7:31	7:55
	7:50	7:55
	8:07	8:25

Table 27

AM Peak Bus-to-Rail Transfer		
MTA-LI Bus N19 to LIRR Babylon Branch (NYC Bound)		
MTA Bus Line	**N19 to Freeport**	**Train departs to NYC**
N19	6:23	6:38
	6:23	6:45
	6:53	7:11
	7:23	7:29
	7:23	7:46
	7:58	8:10
	8:18	8:25
	8:18	8:32
	8:55	9:06

Table 28

PM Peak Rail-to-Bus Transfer		
LIRR Babylon Branch (from NYC) to MTA-LI Bus N19		
MTA Bus Line	**Train arrives from NYC**	**N19 to Babylon**
N19	4:54	5:15
	4:58	5:15
	5:22	5:45
	5:40	5:45
	6:06	6:15
	6:10	6:15
	6:50	7:15
	6:54	7:15
	7:50	8:15
	8:07	8:15

Table 29

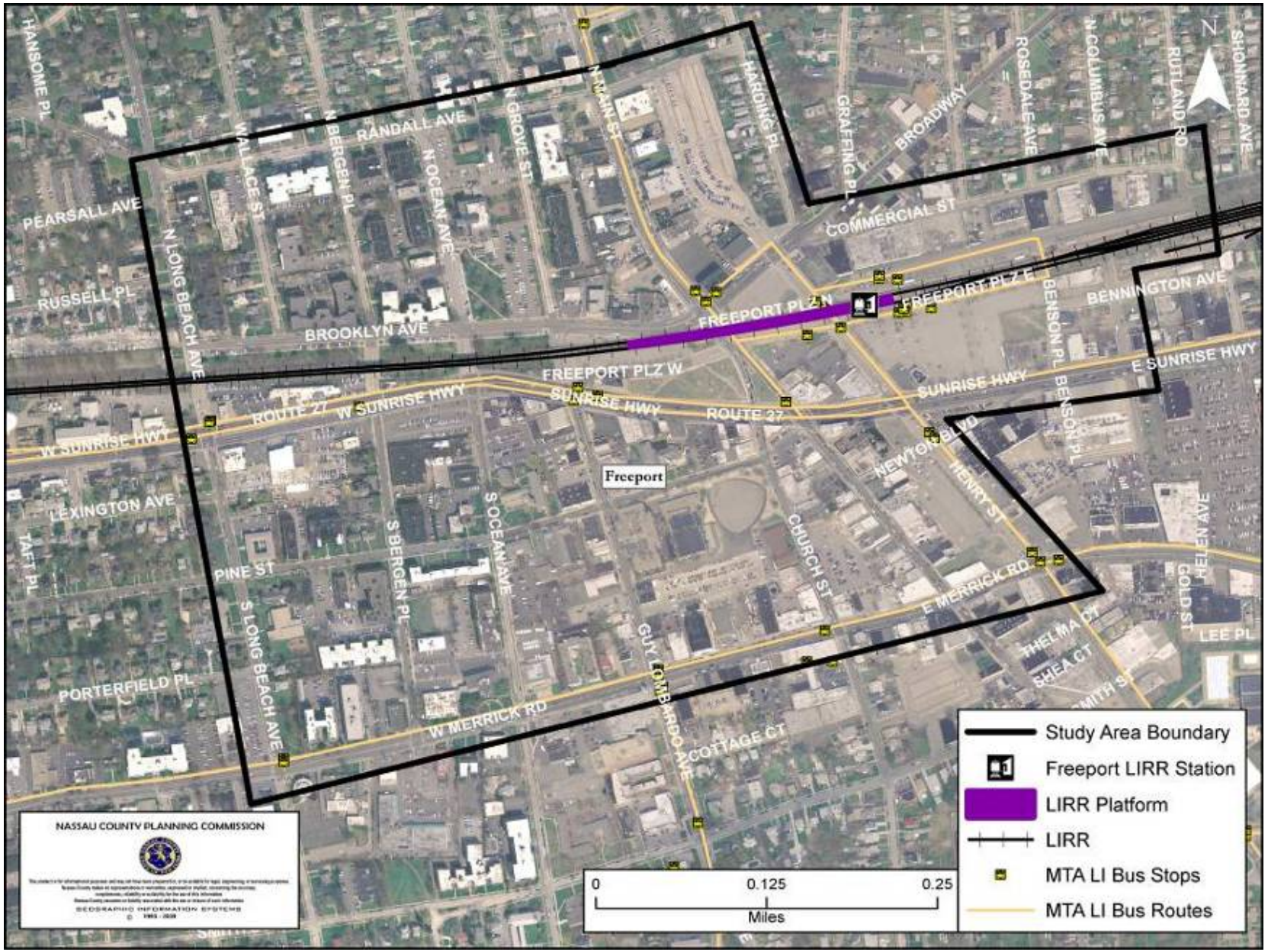
AM Peak Bus-to-Rail Transfer		
MTA-LI Bus N36 to LIRR Babylon Branch (NYC Bound)		
MTA Bus Line	**N36 to Freeport**	**Train departs to NYC**
N36	7:10	7:29
	8:10	8:25
	8:10	8:32

Table 30

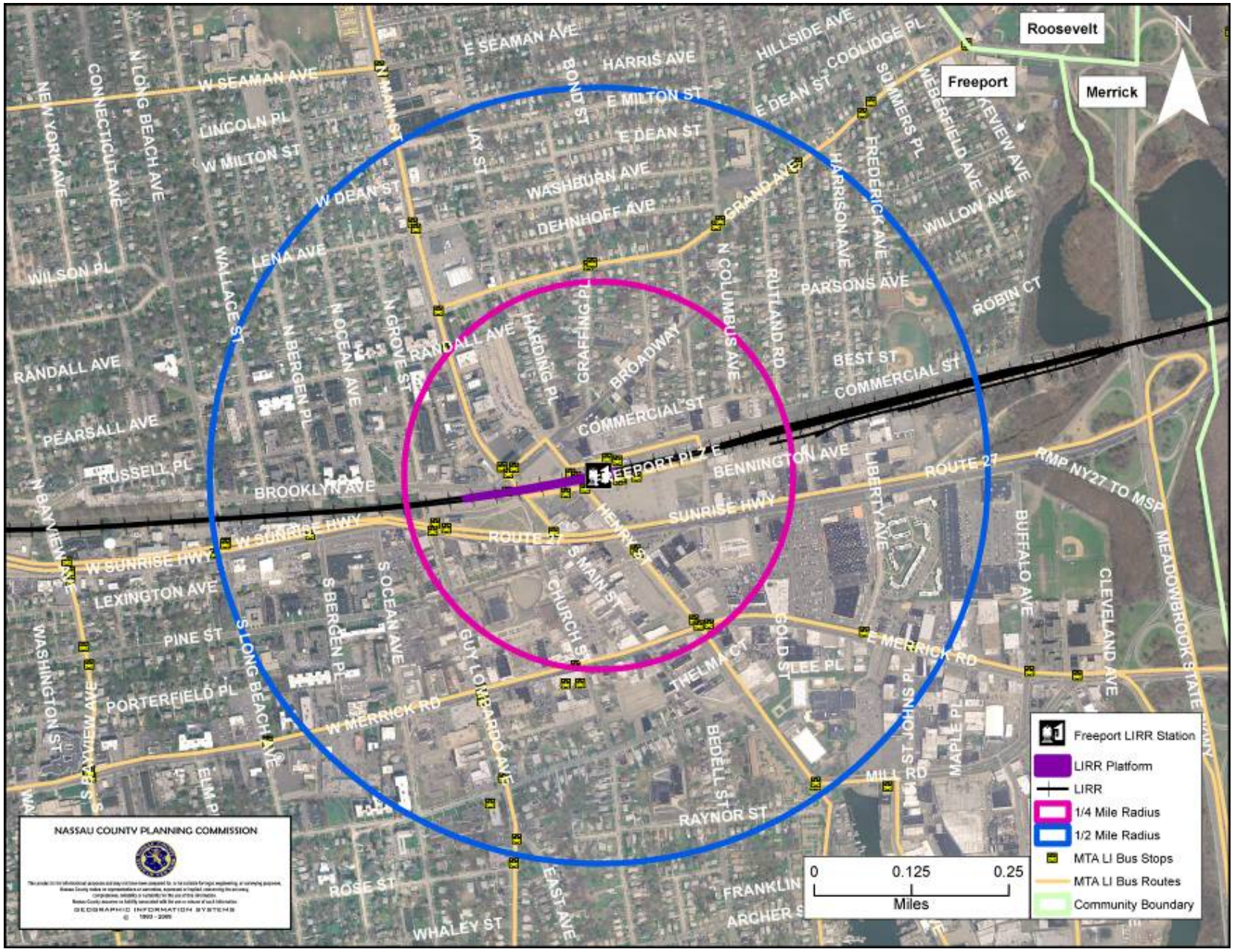
PM Peak Rail-to-Bus Transfer		
LIRR Babylon Branch (from NYC) to MTA-LI Bus N36		
MTA Bus Line	**Train arrives from NYC**	**N36 to Lynbrook**
N36	4:54	5:05
	4:58	5:05
	5:46	6:07
	6:50	7:07
	6:54	7:07
	7:50	8:07

APPENDIX B

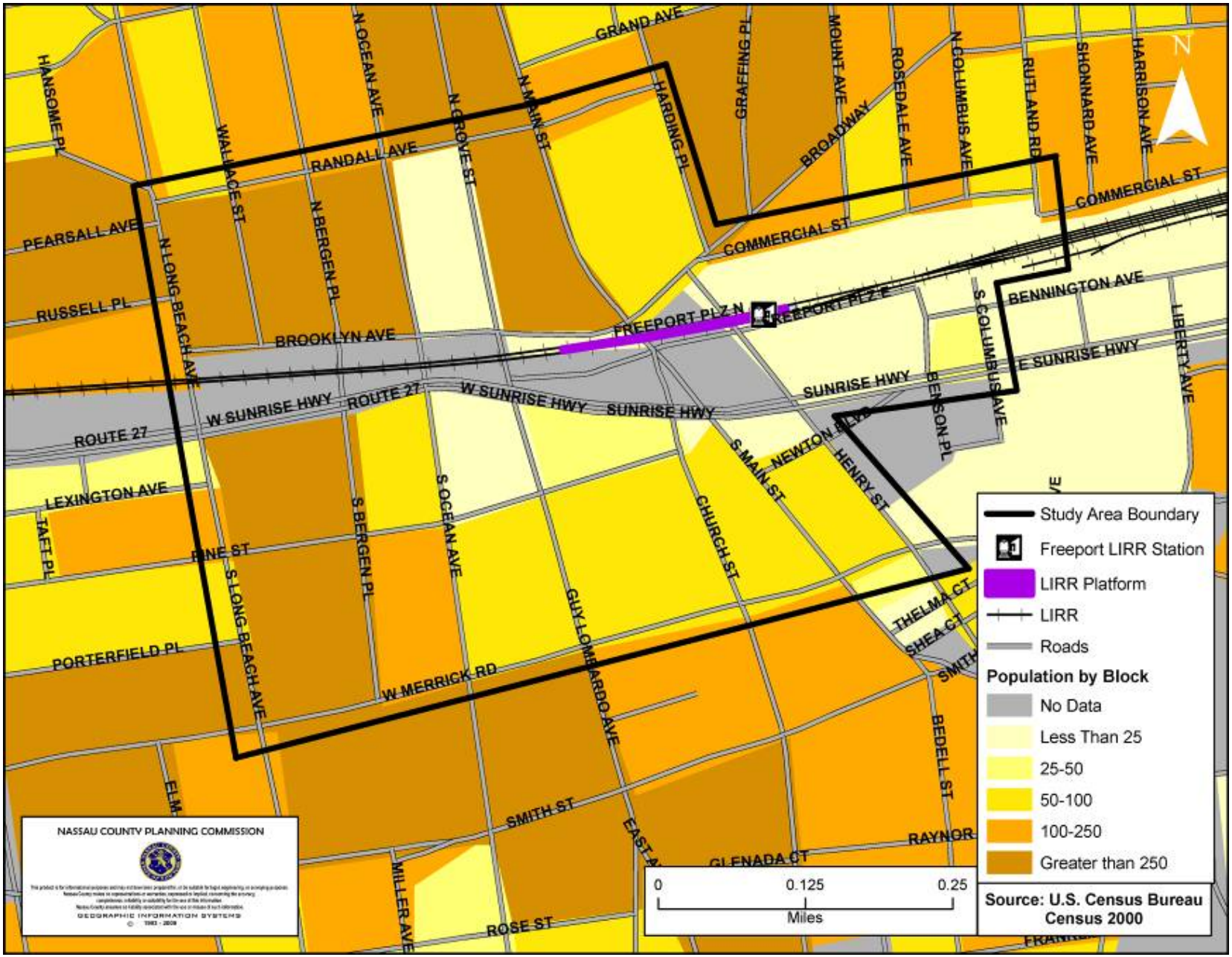
Map 1 – Freeport Study Area Environs



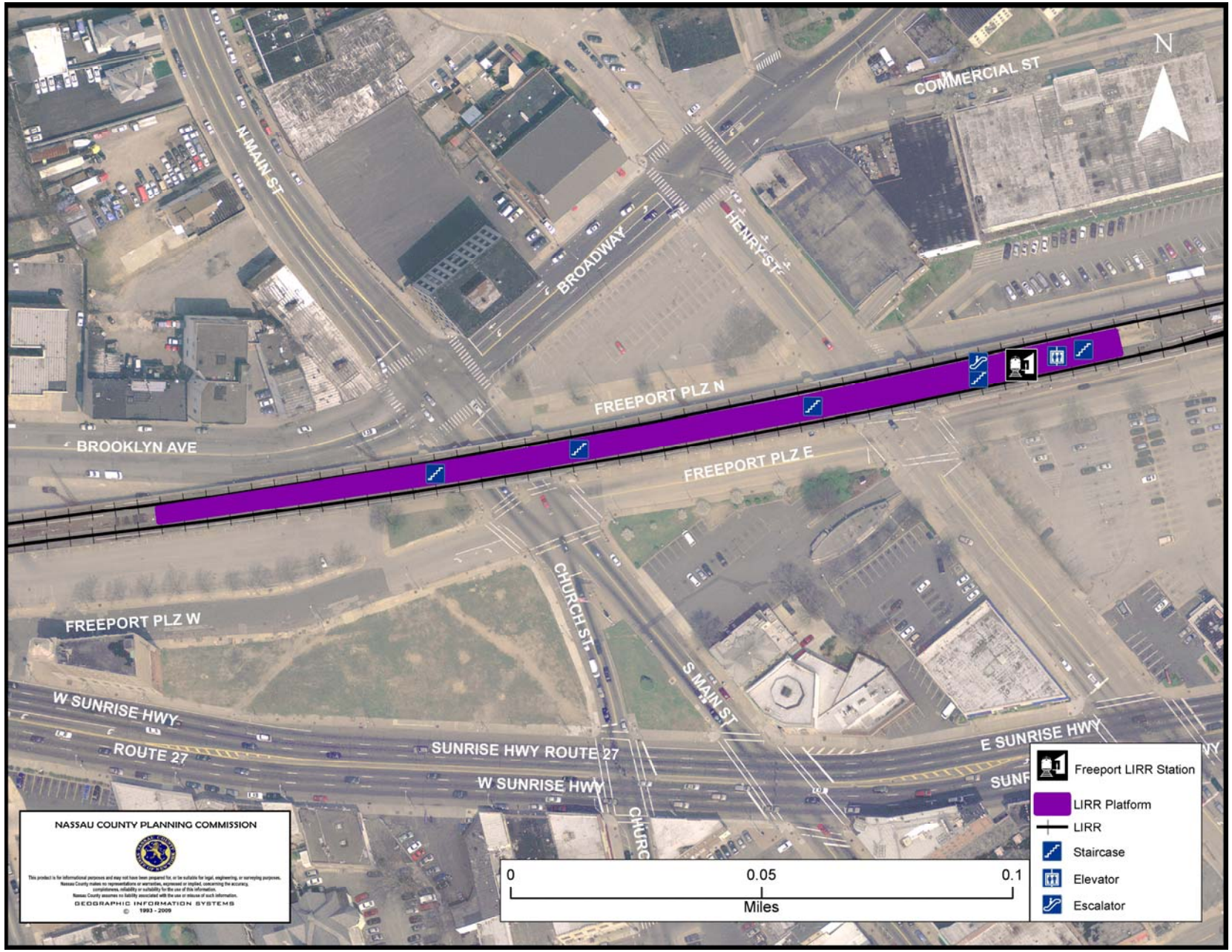
Map 2 – Freeport LIRR Station Area: ¼ Mile & ½ Mile Radii



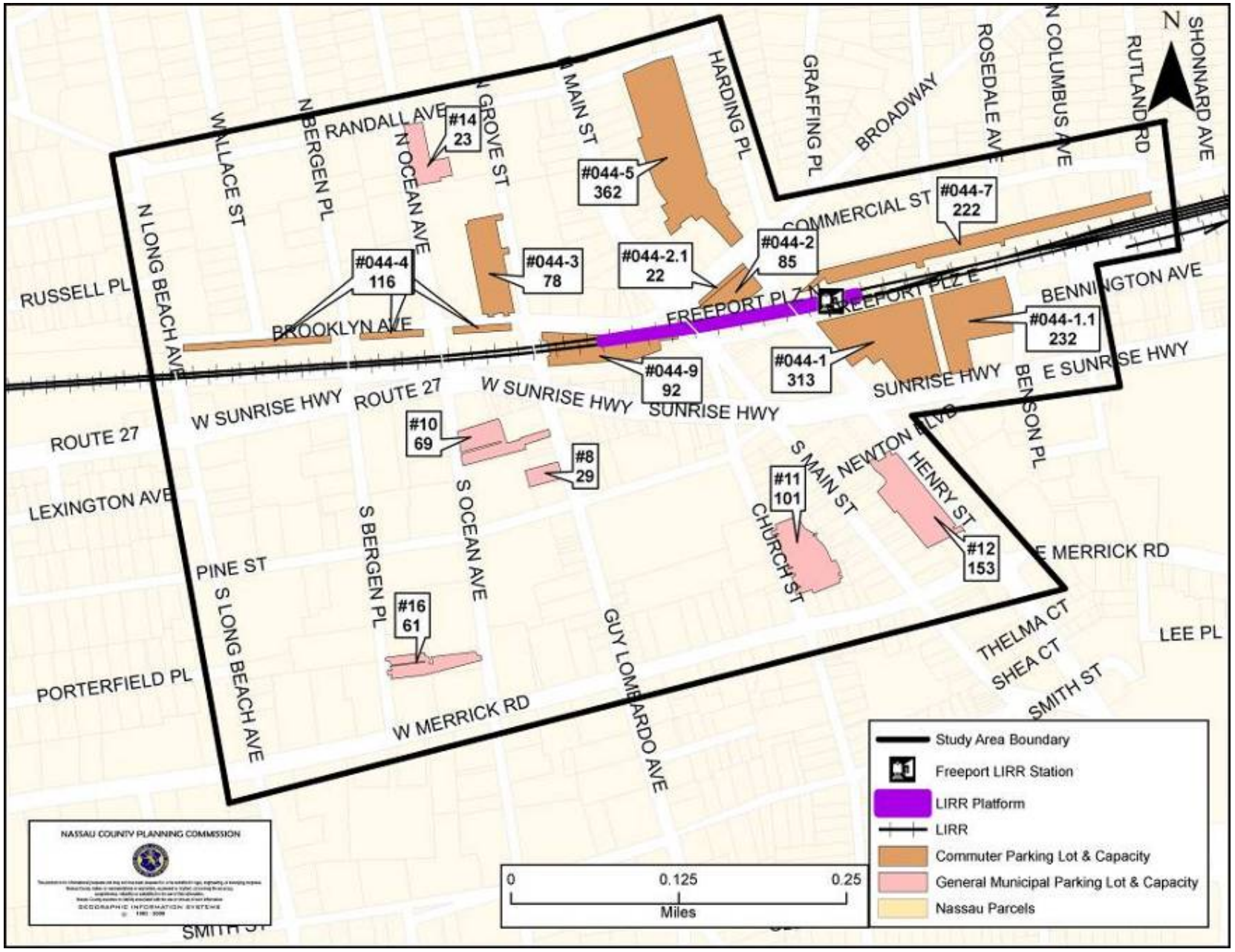
Map 3 – Freeport Study Area Population Density



Map 4 – Freeport LIRR Station: Pedestrian Infrastructure



Map 5 – Freeport Study Area Commuter & General Municipal Parking Lots



Map 6 – Freeport Study Area Land Use