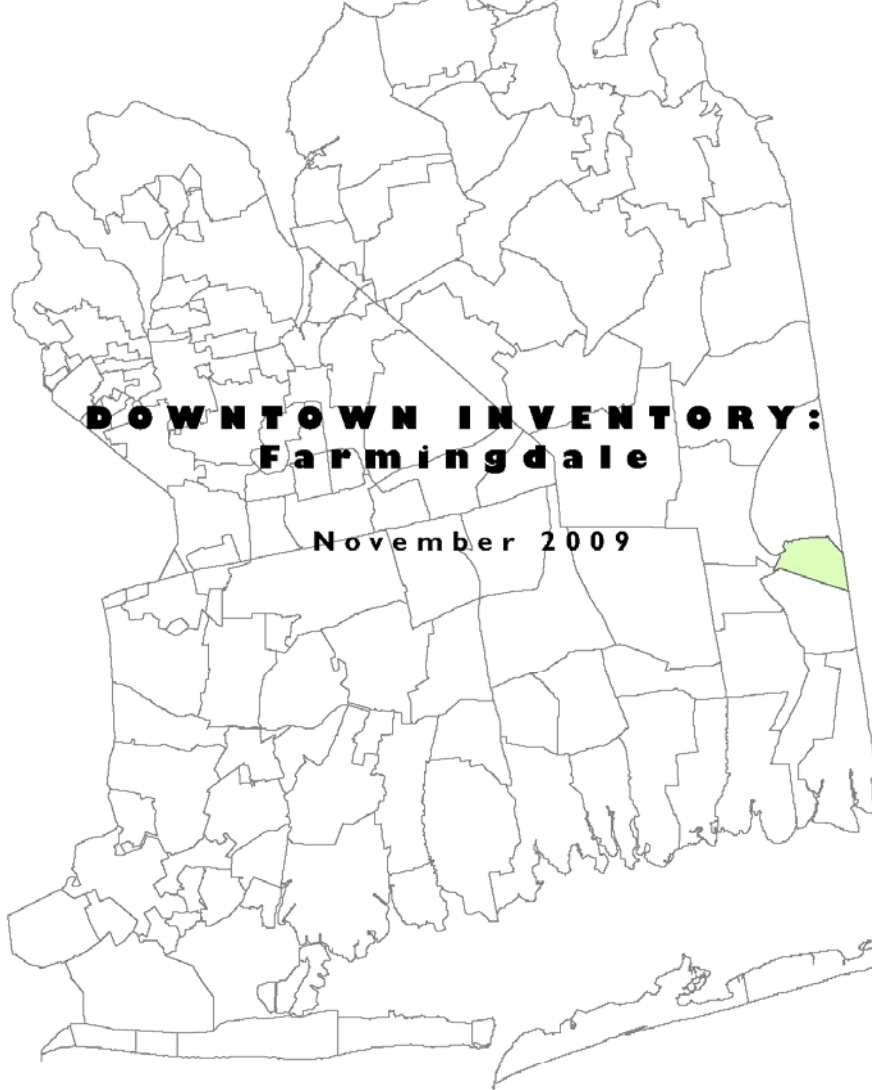


NASSAU COUNTY PLANNING COMMISSION
DIVISION OF TRANSPORTATION



**DOWNTOWN INVENTORY:
Farmingdale**

November 2009

NASSAU COUNTY PLANNING COMMISSION



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Acknowledgement

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I. Community and Transit Data

Farmingdale (Village)

Town

Oyster Bay

Political Jurisdictions

Congressional District: 3rd- Peter King (R)

State Senate: 6th- Kemp Hannon (R)

State Assembly: 10th- James Conte (R)

County Legislature: 14th- David Meijias (D)

Population:

8,399¹

Area:

1.108 square miles

Long Island Rail Road Station (LIRR)

Station Name

Farmingdale

Branch

Ronkonkoma (Main Line)

Street Location

Secatogue and Atlantic Avenues

Distance from Penn Station

32 miles

AM Westbound Peak Boarding Count: 1,477 (ranked 19th of all LIRR stations)²

Under the Station Design Levels defined by the LIRR, Farmingdale is a Level 2 station serving between 2,000 and 6,000 passenger trips per day.

PM Eastbound Peak Un-Boarding Count:

646³

Station Configuration

Elevated Platform with an at-grade station building

Physical Description of Station

The Station Design Guidelines for the LIRR categorized this station as a 'Town Center' station on the Ronkonkoma Branch, which includes stations from Hicksville in the west, to Greenport on the North Fork. 'Town Center' stations are described in the guidelines as "traditional town and neighborhood centers with commercial and retail activity."

This station has a clean waiting room with ticket office inside its historically significant station building classified as a station building of 'distinction' by the Station Design Guidelines for the LIRR.

¹ U.S. Census Bureau; Census 2000, Demographic Profile Highlights; generated by Nassau County Planning Department; using American Fact Finder; <<http://factfinder.census.gov/>>; (7 August 2008).

² Long Island Railroad 2006 O&D Study, LIRR Stations by County Ranked by AM Peak Boardings

³ Ibid.

Access to Trains

Stairways and ramps on each side of the station provide passengers, including persons with disabilities, access to the station's two elevated platforms.

Amenities

Ticket Office

Hours:

Monday-Friday

6:10am-1:45pm

Closed between 10:45am-11:15pm

Saturday, Sunday, Holidays

Closed

Waiting Room

Shelters (Westbound and Eastbound platforms)

Pedestrian tunnel between platforms

Full Service Ticket Machine and Daily Ticket Machine

Newspaper Machines (including Newsday and the New York Times)

ATM (1)

Phone Booths (4)

Bicycle Rack (1)

Bicycle Lockers (4)



Bus Shuttle Service to LIRR Station

Yes

The N-95 follows a circular route fourteen times each weekday; stops include SUNY-Farmingdale College and the Newsday Complex

Taxi Service

Yes

The Long Island Yellow Cab Corporation is located west of the train station, one block east of Secatogue Avenue and Front Street, and provides an "around the clock" operation

Station Parking Lots

Farmingdale has four commuter parking lots located conveniently within a quarter-mile of its LIRR station. These lots are owned by the Village of Farmingdale and have capacities as follows: #3A-53, #5-206, #7-17, and #8-242 (See Map 4). Lots 3A and 7 require a village or railroad parking permit, while Lot 5 has both spaces for

those with a railroad parking permit and 12 hour limit metered parking. Lot 8 is only open to commuters with a railroad parking permit (See Table 1).

Table 1

Farmingdale Station Commuter Parking		
Parking Field	Capacity	Details
3A	53	12-Hour Parking with Village or Railroad Parking Permit
5	206	12-Hour Limit Daily Meter Parking or Commuter Parking with Railroad Parking Permit
7	17	12-Hour Parking with Village or Railroad Parking Permit
8	242	Commuter Parking with Railroad Parking Permit Only

Long Island Bus Routes (LI Bus)

The N70, N72, and N95 serve the Farmingdale Village area (see Map 1).

Table 2

<i>N70 Hempstead-Babylon via Hempstead Turnpike</i> <i>Serves Babylon, Farmingdale, East Meadow, and Hempstead</i> Effective: November 2009		
Service Span for Farmingdale	To Babylon	To Hempstead
Weekday	6:41 AM to 7:55 PM	7:41 AM to 9:00 PM
Saturday	No Service	No Service
Sunday	No Service	No Service

Table 3

<i>N72 Hempstead-Babylon via Hempstead Turnpike*</i> <i>Serves Babylon, Farmingdale, East Meadow, and Hempstead</i> Effective: November 2009		
Service Span for Farmingdale	To Babylon	To Hempstead
Weekday	5:33 AM to 11:34 PM	5:14 AM to 11:48 PM
Saturday	6:44 AM to 11:07 PM	5:41 AM to 11:18 PM
Sunday	7:13 AM to 9:06 PM	7:23 AM to 9:17 PM

*Sunday Service Hempstead-Farmingdale

Table 4

<i>N95 Farmingdale Shuttle</i> <i>Serves Farmingdale LIRR Station, SUNY Farmingdale</i> Effective: November 2009		
Service Span for Farmingdale	To Farmingdale LIRR	To Melville/SUNY Farmingdale
Weekday	7:55 AM to 7:33 PM	7:10 AM to 6:50 PM

Average Weekday Ridership:

N70: 1,715 (2nd Quarter 2008)

(For additional bus/rail schedule information, and bus/rail connectivity, see attachments: Tables 6 through 9).

Average Weekday Ridership:

N72: 3,087 (2nd Quarter 2008)

Average Weekday Ridership:

N95: 212 (2nd Quarter 2008)

II. Description of Station Environs

The Farmingdale Village Study Area is bound by Melville Road and South Front Street/Atlantic Avenue on the north; Oakview Avenue and Cherry Street on the east; Fulton Road/Route 109 on the south; and Main Street on the west. Farmingdale's LIRR Station is located in the northern portion of the study area, along Secatogue and Atlantic Avenues (see Map 1). The study area boundaries are shown on Map 1 and the station area environs are shown on Map 2.

Land Use

The land uses in this study area include residential, commercial, industrial, and community services (see Map 3). The commercial district is primarily located along Main Street and the intersections of South Front Street and Prospect Street. The buildings in the study area's Main Street corridor tend to be mixed use units of 2-3 stories, with retail and other commercial uses on the ground floor and apartments or offices on the floors above. Proposed housing developments near the LIRR station area, including the completed complex at 150 Secatogue Avenue, contribute to transit orientated development (TOD).



Main Street is a major north/south corridor in Farmingdale Village, traversing the length of the entire study area. The land uses along Main Street are mainly commercial, with some community services and residential mixed in as well. The south end of the corridor contains apartments and a senior citizen housing complex, while the north end includes single family residences. Within the commercial section

of Main Street is a mix of diverse restaurants, specialty stores (e.g. knitting, golf, antiques, Hispanic and Asian supermarkets), pharmacies, offices, banks, car repair, and a post office. The village fire station and town hall are located on Main Street, along with the entrances to several municipal parking lots (see Map 4). Many of the upper floors in commercial buildings on Main Street are used as offices or apartments.

Conklin Street is an east/west corridor in the study area. West of Farmingdale this road is known as the Hempstead-Bethpage Turnpike (New York State Road 24). It intersects with Route 110 to the east. The blocks on Conklin Street east of Elizabeth Street in the study area are commercial, while the blocks west of Elizabeth Street include St. Killian's Church and School, a commercial strip, and residential land uses.

South Front Street/Atlantic Avenue is an east/west corridor in the study area. The LIRR tracks run parallel to this road and the Farmingdale LIRR Station building and platform is located along this street as well. LIRR Commuter Lot 5 has an entrance off of Atlantic Avenue and the lot continues down the east end of the block (see Map 4). Other land uses on South Front Street/Atlantic Avenue include residential, commercial, community services, and industrial.



Secatogue Avenue is a north/south corridor running diagonally through the study area. The train station and entrance to Commuter Parking Lot 8 are located off of this road. Secatogue Avenue is primarily residential, with a new luxury apartment complex at its intersection with Eastern Parkway. A commercial strip including a deli, hair salon, and special occasions caterers is located near the train tracks. Additional land uses along this corridor include industrial and public services.

Zoning

The study area is zoned for a variety of uses including residential, commercial and community services. The Main Street corridor is dominated by commercial retailers with the exception of the northern fringe which consists of single family dwellings. With few exceptions, Main Street is encumbered on both sides of the street with "Business D" retail stores. Business D designated commercial zones consist of small size, one story businesses, banks and financial institutions, and other offices. The northeastern portion of the study area, focused on or about the train station and railroad right-of-way, consists of a variety of zoning uses including, commercial retail, warehouse/storage and light industry, low density (single/two family unit buildings) and high density (condominium developments and apartment complexes) housing.

III. Non-Motorized Access and Amenities

Pedestrian Infrastructure

The Farmingdale LIRR Station has a sidewalk, stairwell and ramp at the end of each platform, providing pedestrian access to the trains. In addition, the platforms on both sides of the tracks have a shelter and a pedestrian tunnel is located in between the platforms. The pedestrian tunnel is well maintained and lit, however; it is an isolated passage that may benefit from some type of security for pedestrians at night.



At the intersection of Secatogue and Atlantic Avenues, west of the station platform, there is no crosswalk and the sidewalk that ends on one side of the street does not continue on the other side of the tracks. While this intersection does contain entrances (sidewalk, stairwell, and ramp) to both train platforms, a pedestrian wanting to cross the street has to cross with the tracks at grade, and there is little-to-no pedestrian infrastructure. Commuters walking from the

west end of Lot 8 to the Eastbound platform on the south side of the tracks (see Map 4) cross this intersection to avoid the walk through the pedestrian tunnel.

Many intersections in the study area have well-maintained “zebra” stripe crosswalks, as well as traffic and pedestrian signals (see Table 5). Updated pedestrian push buttons, with easy to read instructions and beeping sounds, are located at intersections throughout the study area.



Table 5

Traffic and Pedestrian Signals							
Intersection	Width	Direction	Traffic Signal		Push Button		Details
			Walk	Don't Walk	Old	Updated	
Main Street/Route 109	Approx 124 ft	N-S	8 sec	35 sec		X	Has traffic island No pedestrian signal on east side
Main Street/Route 109	Approx 86 ft	E-W	45 sec	20 sec		X	
Main Street/Grant Avenue	Approx 40 ft	E-W	20 sec*		X		No pedestrian light, street light only
Main Street/Conklin Street	Approx 30 ft	E-W	5 sec	25 sec		X	
Main Street/Conklin Street	Approx 50 ft	N-S	4 sec	15 sec		X	

*Green Light

Walk and Don't Walk refer to the amount of time of each pedestrian signal respectively

The intersection of Main Street, Fairview Road, and Melville Road (see Map 5) has the 'old' style pedestrian push buttons at each of its corners (excluding the corner of Fairview Road and Main Street), however; only for east-west crossings. This intersection can be a challenge for pedestrians to cross, due to the limited number of push buttons and lack of pedestrian lights.

Generally, buildings along the study area's corridors form a street wall, with front entrances facing the street and minimal setbacks providing direct access for pedestrians from the sidewalk. One exception to the study area's street wall is the Waldbaums Shopping Center on Main Street.



Streetscape

The Farmingdale Village Study Area has an attractive streetscape, especially along its Main Street corridor. Along Main Street, sidewalks are clean and well-lit; there are brick buffers between the street and sidewalk; trash cans and street furniture are numerous; retail signage is noticeable and hanging flower baskets and trees increase the corridor's aesthetic appeal. While there is a perceivable change in the quality of the streetscape away from the commercial district, most roads in the study area maintain clean sidewalks and some of the other 'attractive' elements listed above.



Bicycle Infrastructure

As previously mentioned, the Farmingdale LIRR Station has a bicycle rack and four bicycle lockers. When observed on several weekdays, the bicycle rack was filled to capacity. A portion of a short bicycle route (guided by signs), paralleling the LIRR tracks, is located within the study area. The route begins at the intersection of Secatogue Avenue and Eastern Parkway and continues down the length of Eastern Parkway.

Bus Shelters and Stops

The N70, N72, and N95 Long Island Bus routes serve the Farmingdale Village Study Area (see Map 1). Serving as a bus shuttle to the Farmingdale LIRR Station, the N95 stops directly in front of the station building. The N70/72 stops within a quarter-mile radius of the station are located along Conklin Street in the study area (see Map 2). The bus stop on Conklin Street near the intersection of Main Street has a non-advertising bus shelter, while the bus stop to the east of Main Street along Conklin Street does not have a shelter. Within the study area, there is one other N70/72 bus stop at the intersection of Fulton Street and Main Street with a non-advertising bus shelter, however; this stop falls outside of the half-mile radius of the station. The Village of Farmingdale does not have a contract with Nassau County to permit the installation of advertising bus shelters and benches.

IV. Overview of Service Area

Farmingdale Village is an incorporated village within the Town of Oyster Bay. The Village is centrally located in the eastern portion of the County, adjacent to Suffolk County. In 1695, the region where the Village now stands was acquired by Thomas Powell as part of the Bethpage Purchase, a piece of land Powell bought from the Native Americans that populated the area.⁴ Farmingdale Village was part of Queens County until 1899, when the eastern portion of Queens County became Nassau County. Originally known as Hardscrabble, the Farmingdale community became an

⁴ Vining, Dorothy H., *Farmingdale: A Short History from the Ice Age to the Present*, Farmingdale Public Schools: Farmingdale, 1983.

incorporated village in 1904. While this inventory focuses on the area surrounding the Farmingdale LIRR Station in Nassau County, the area known as Farmingdale extends into western Suffolk County, including a portion of the Route 110 corridor.

Demographics

The population of Farmingdale Village has been steadily increasing. It grew by 1.3% between the 1990 and 2000 Census. The 2005 population estimate according to Vision Long Island was 8,668, a 3.2% increase since the 2000 census.⁵

Farmingdale Village has experienced a recent influx of Hispanic residents, many being immigrants to the United States. Of the 17.4% of foreign born residents residing in the Village, almost half are from Latin America.⁶ As of 2000, Farmingdale Village had a 12.6% Hispanic population⁷, which is comparable to that of the nation (12.5%) but larger in comparison to Nassau County (10.0%).⁸ This population primarily operates businesses in the eastern side of the Village, roughly beginning east of the intersection of Main Street and Conklin Street.

The Village's median household income (\$58,411) and per capita income (\$27,492) fall below those of the County (\$72,030 and \$32,151 respectively); however, are significantly higher than the median household income (\$41,994) and per capita income (\$21,587) of the nation.⁹

With a population density of approximately 2,950 persons per square mile, Farmingdale Village is less dense than Nassau County as a whole at 4,655 persons per square mile.¹⁰ Nevertheless, this number is not indicative of the Village's high percentage of housing stock with 10 or more units at 22.4% versus that of the County at 9.2%.¹¹ The population densities of blocks in the Farmingdale LIRR Station Area vary from less than 25 persons per block to 100-250 persons per block (see Map 6). Over one-third of housing units (39.6%) are rented in the Village, above the number of housing units rented in the County (33.8%).

Workers who commute into Farmingdale Village during the day account for 15.1% of the Village's daytime population, with a comparable number of workers (15.0%) living and working in the Village.¹²

Farmingdale Village, like most areas in the nation, is still dependent on the single-occupancy vehicle, with 67.8% of workers over 16 years of age driving alone to work.¹³ The Village; however, has twice the percentage of commuters over 16 years of age who walk to work (6.0%) and over triple the percentage of commuters who

⁵ Vision Long Island and ADL III Architecture, Farmingdale Visioning Process, p. 4 (Note: Demographics presented in report are based on those from the 2000 U.S. Census).

⁶ Ibid, p. 5

⁷ Ibid, p. 3

⁸ U.S. Census Bureau, Census 2000, Demographic Profile Highlights, <http://factfinder.census.gov/>.

⁹ Ibid

¹⁰ U.S. Census Bureau, Census 2000, Population Housing Units, Area and Density, <http://factfinder.census.gov/>.

¹¹ U.S. Census Bureau, Census 2000, Profile of Selected Housing Characteristics, <http://factfinder.census.gov/>.

¹² Vision Long Island and ADL III Architecture, Farmingdale Visioning Process, p. 4.

¹³ U.S. Census Bureau, Census 2000, Profile of Selected Economic Characteristics, <http://factfinder.census.gov/>.

take public transportation to work (14.8%) compared with the County figures of 2.9% and 4.7% respectfully.¹⁴

Parking

As mentioned in the “Station Parking Lots” section of this inventory, Farmingdale Village has four commuter parking lots located within a quarter-mile radius of the LIRR station (See Table 1 for the details and capacities of these lots). When observed on several weekday mornings, Lots 5 and 8 (adjacent to the LIRR station) appeared filled to capacity, while Lots 3 and 7 (two blocks west of the LIRR station) were about half vacant.



Lot 5



Lot 8



Lot 3



Lot 7

In addition to the commuter lots, Farmingdale Village has five municipal lots with the following capacities: #1-114, #2-139, #3-158, #4-264, and #6-23 (See Map 4). The commuter and municipal lots are maintained by the Village of Farmingdale and the Village is responsible for snow removal. The parking lots are in good condition and the Village plans to update the lighting throughout its downtown, including the public parking lots.

¹⁴ Ibid

Roads

Main Street and Conklin Street are main corridors within the study area, with South Front Street/Atlantic Avenue and Secatogue Avenue as secondary corridors.

Conklin Street is a state road traversing west/east the entire length of the study area. It is a two lane road with one lane in each direction. Hempstead Turnpike to the west of Farmingdale goes from a six lane road with three lanes in each direction into Conklin Street, reducing the carrying capacity along this corridor to the east. This reduction, plus the utilization of Conklin Street as an entrance to the highly trafficked Route 110, leads to congestion along Conklin Street, especially during peak commuting hours. Annual Average Daily Traffic (AADT)¹⁵ data has not been collected along Conklin Street. There are sections of Conklin Street near its intersection with Main Street that have on-street shopper parking.

Main Street is a County road and major north/south corridor in Farmingdale Village. It is a two lane road, with one lane in each direction. Main Street runs directly through the Village's commercial district and has metered on-street short term shopper parking. AADT data collected in 2002 indicates that traffic in this corridor is heaviest south of the LIRR tracks. Traffic count data collected (January 2002) resulted in an AADT of 12,407 along Main Street, just after its intersection with Prospect Street. At the crossing of the LIRR tracks (Main Street and South Front Street), traffic count data collected (July 2002) resulted in an AADT of 9,734. Slightly further north of the previous intersection, traffic count data collected (January 2002) resulted in an AADT of 7,581 (See Map 5).

South Front Street/Atlantic Avenue is a Village road, which runs in a west/east direction parallel to the LIRR tracks. It is a two lane unstriped roadway with one lane in each direction. The road contains sections of two hour and 20 minute on-street parking. South Front Street/Atlantic Avenue ends at the entrance to commuter parking Lot 5. The entrance to LIRR Commuter Parking Lots 3A and 7 are located along this road as well (See Map 4). Traffic count data collected at major intersections (LIRR track crossings) along this road resulted in an AADT of 9,734 (July 2002) at its intersection with Main Street, an AADT of 888 (September 2005) at its intersection with Elizabeth Street, and an AADT of 7,035 (July 2002) at its intersection with Secatogue Avenue (See Map 5).

Secatogue Avenue is a Village road traversing north/south diagonally through the study area. It is a two lane unstriped roadway with one lane in each direction, with entrances into LIRR Commuter Parking Lots 5 and 8 and stairwells up to the Farmingdale LIRR Station platforms. Traffic count data collected at the intersection of Secatogue Avenue and South Front Street/Atlantic Avenue resulted in an AADT of 7,035 (July 2002) and traffic count data collected just north of Eastern Parkway, along Secatogue Avenue resulted in an AADT of 3,951 (October 2002). There is no on-street parking along Secatogue Avenue (See Map 5).

¹⁵ AADT describes the average number of vehicles that cross a road at a specific point on a daily basis.

V. Conclusion

Farmingdale Village's transportation systems and infrastructure are similar to other suburban communities in the area with high volume LIRR line stations.¹⁶ The Farmingdale LIRR Station is categorized as a 'Town Center' station and has an average service frequency during peak hours of 24 minutes. LI Bus routes N/70, N/72, and N95 serve the study area (See Map 1). Service frequency for the westbound N/70/72 averages 12.5 min during AM peak hours and 10.5 min during PM peak hours. The eastbound N70/72 averages 12.5 min during AM peak hours and 12.5 min during PM peak hours. During peak commuting hours, there are ample opportunities for bus to rail/rail to bus connections (See Table 8).

The physical environment of Farmingdale Village's downtown is full of potential for the expansion of TOD. Main Street has a healthy mix of commercial and residential land uses, with many two and three story mixed use buildings. The LIRR station is located within the downtown, with a shuttle to the station and LI Bus routes located nearby. In addition, Farmingdale Village's streetscape along Main Street and sections of Conklin Street are well-maintained and attractive.

There are, however; inconsistencies in the study area, mainly between Main Street and the roads adjacent to the LIRR station. For instance, the attractive quality of Main Street's streetscape does not extend into Eastern Parkway, Secatogue Avenue, and a large portion of South Front Street/Atlantic Avenue. Long term vacant properties within the downtown detract from the landscape as well, although there are some revitalization proposals for these buildings.

A disconnect between the Village's non-motorized forms of transportation also exists. The bicycle route along Eastern Parkway is known as the "bicycle path to nowhere" because of its lack of connectivity to any particular destination. An effort to link Main Street to the Farmingdale LIRR station via a bike lane could be one way of promoting connections between the Village's non-motorized forms of transportation.

Farmingdale Village is one of the communities that has been selected for the Nassau County Visioning Program. The County Visioning Program is a grant program to support public participation and consensus-building for local improvement projects that spur economic development.

¹⁶ The Station Design Guidelines for the LIRR define a high volume line station as one with high customer usage (Levels 1 and 2).

Attachments

MTA LI Bus & LIRR

Table 6

<i>Long Island Rail Road <u>AM</u> Peak Hour Trains – Fall 2009 Schedule</i>			
<i>Farmingdale Station (Westbound)</i>			
Depart Farmingdale Station	Arrive Jamaica	Arrive Flatbush Avenue	Arrive Penn Station
5:25	5:57	J 6:17	6:19
6:00	6:30	J 7:03	6:50
6:09	6:41	J 7:03	6:58
6:34	7:04	J 7:27	7:27
6:57	.....	.....	7:48
7:06	7:35	J 7:54	8:00
7:22	7:54	8:17	J8:20
7:27	.....	.....	8:19
7:58	8:26	J 8:51	8:47
8:07	8:41	9:01	J 9:05
8:23	8:54	J 9:16	9:17
8:56	9:34	J9:56	9:56

Table 7

<i>Long Island Rail Road <u>PM</u> Peak Hour Trains - Fall 2009 Schedule</i>			
<i>Farmingdale Station (Eastbound)</i>			
Depart Penn Station	Depart Flatbush Avenue	Depart Jamaica	Arrive Farmingdale Station
4:24	.....	.....	5:16
J 4:32	4:34	4:54	5:30
4:54	J 4:56	5:16	5:56
J 5:23	J 5:23	5:47	6:18
J 5:51	6:04	6:25	6:58
5:53	.....	.....	6:44
6:21	J 6:18	6:41	7:12
6:53	J 6:42	7:14	7:45
7:11	J 7:06	7:34	8:06
7:44	J 7:35	8:05	8:35

Note: “J” indicates a connecting train at Jamaica Station is required.

Bus/Rail Connectivity:

Tables 8 and 9 represent potential opportunities for bus to rail/rail to bus service connectivity based on an assumption that allows riders 5 minutes for modal transfer and up to 20 minutes waiting time. For example, someone traveling on the N70 eastbound bus arriving at Conklin and Main Streets at 6:41 am (the closest bus stop to the Farmingdale LIRR Station on that bus route) can take the 6:57 am train into New York City without having to wait more than 20 minutes for the scheduled train to arrive.

Since the N95 stops at the Farmingdale LIRR Station, pedestrian walking time is not included in the modal transfer formula for that bus route (Table 9).

Tables 8A and 8B

AM Peak Bus to Rail Transfer			
MTA LI Bus N70/72 to LIRR Ronkonkoma Branch (NYC Bound)			
MTA Bus Line	Westbound Bus	Eastbound Bus	Train departs to NYC
N72	5:14	-	5:25
	5:40	-	6:00
	-	6:03	6:09
	6:21	6:19/6:23	6:34
	-	6:53	7:06
	-	7:04	7:22
	7:52	7:38	7:58
	7:52/7:55	8:02	8:07
	8:13	-	8:23
	8:03	8:09	8:56
N70	-	6:41	6:57
	-	7:10	7:22
	-	7:10	7:27
	7:41	7:43/7:52	7:58
	7:52	-	8:07
	8:03	8:13	8:23
	8:39	8:46	8:56

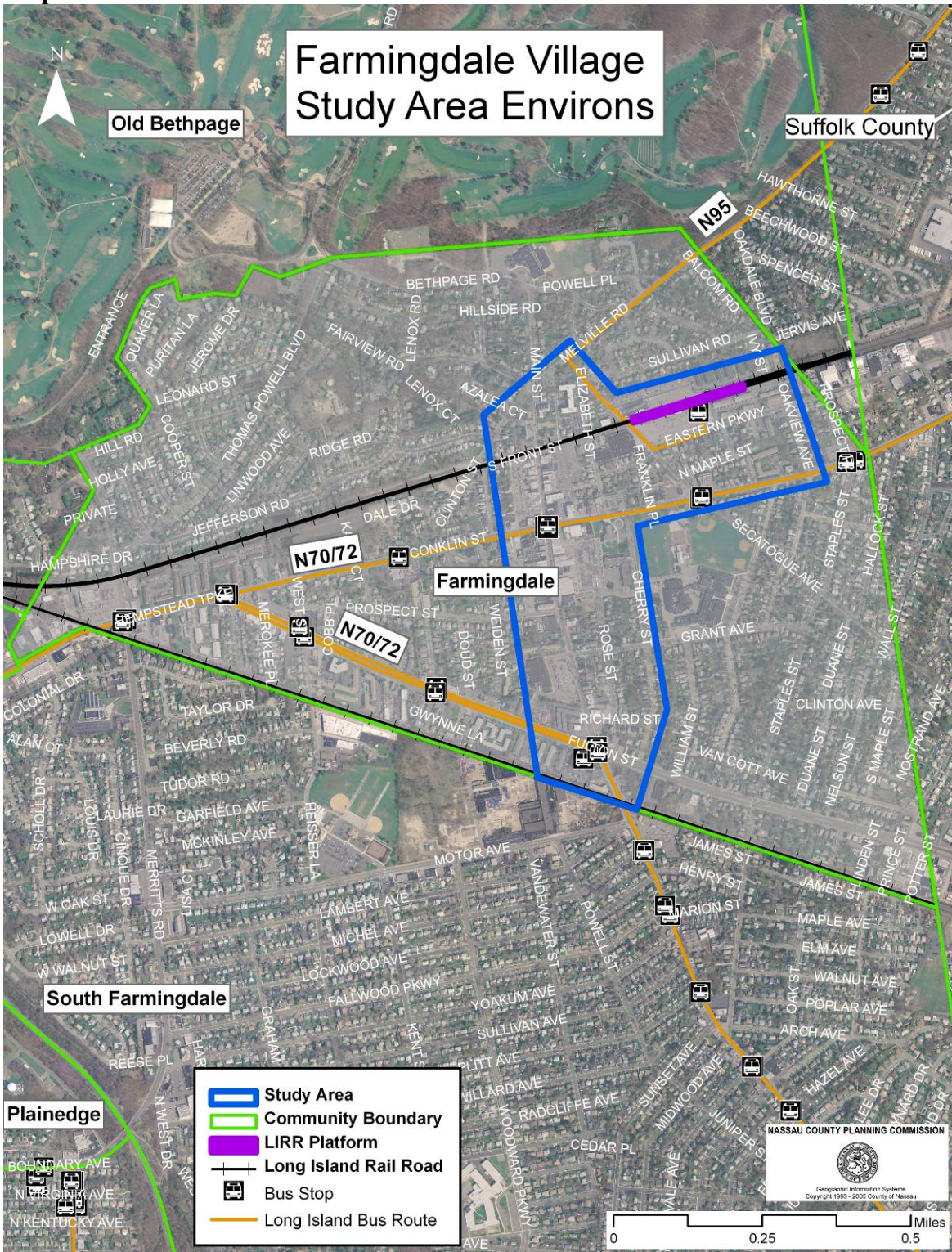
PM Peak Rail to Bus Transfer			
LIRR Ronkonkoma Branch (from NYC) to MTA LI Bus N70/72			
MTA Bus Line	Train arrives from NYC	Westbound Bus	Eastbound Bus
N72	4:55	-	5:05
	5:00	-	5:05
	5:16	5:23	-
	5:19	5:23	5:39
	5:37	5:48/5:50	5:52
	5:42	5:48/5:50	5:52
	6:23	6:31	6:35
	6:28	-	6:35
	6:47	6:57	7:05
	6:50	6:57	7:05
N70	4:55	-	5:05
	5:00	5:17	5:05
	5:16	5:35	-
	5:19	5:35	-
	5:42	6:01	5:52
	6:23	6:42	-
	6:28	6:42	-

Tables 9A and 9B

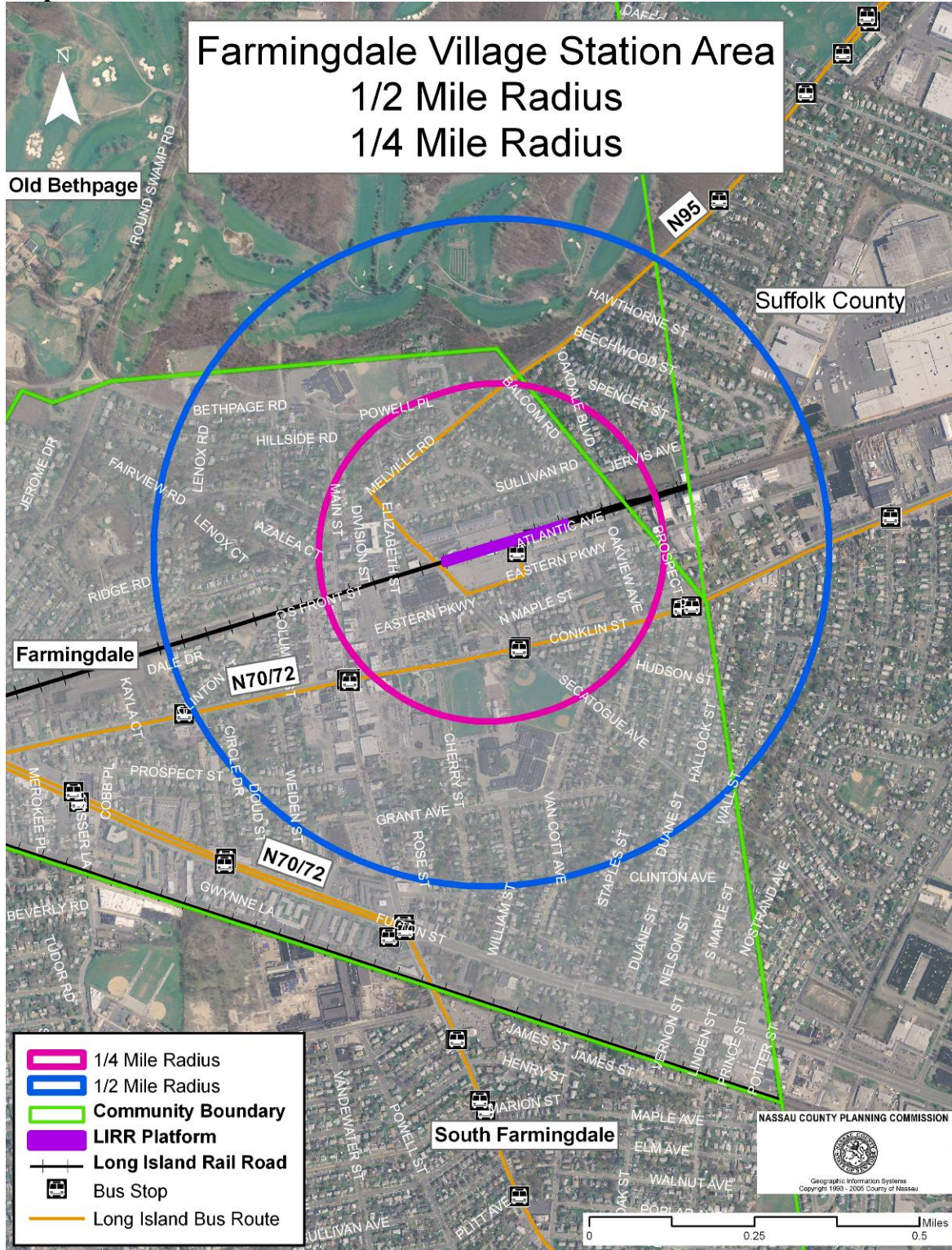
AM Peak Bus to Rail Transfer		
MTA LI Bus N95 from Route 110 Corridor to Farmingdale Station (Westbound)		
MTA Bus Line	Bus Arrival	Train Departure
N95	7:55	8:07
	8:50	8:56

PM Peak Rail to Bus Transfer		
MTA LI Bus N95 from Farmingdale Station to Route 110 Corridor (Eastbound)		
MTA Bus Line	Train Arrival	Bus Departure
N95	5:16	5:20
	6:44	6:50

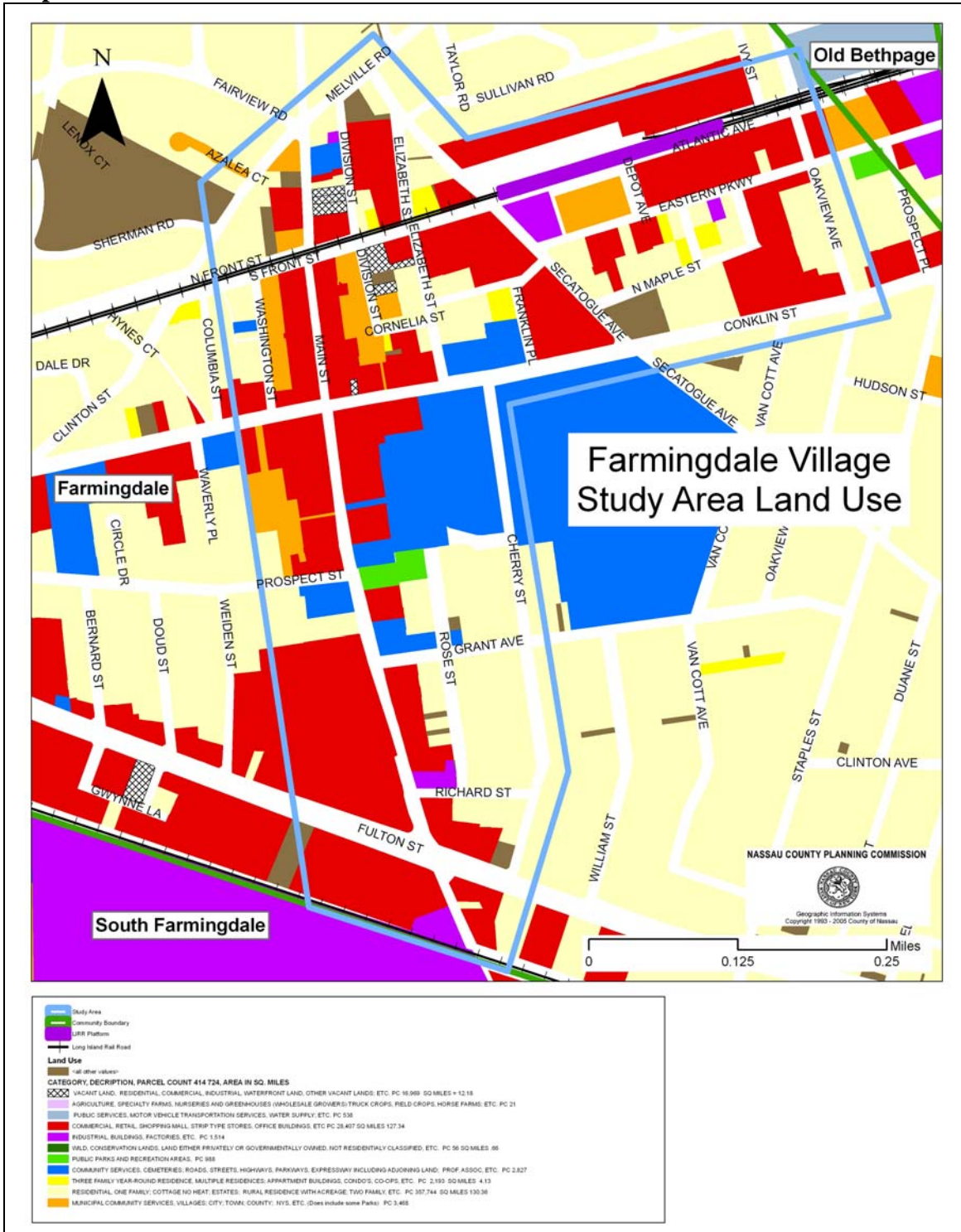
Map 1



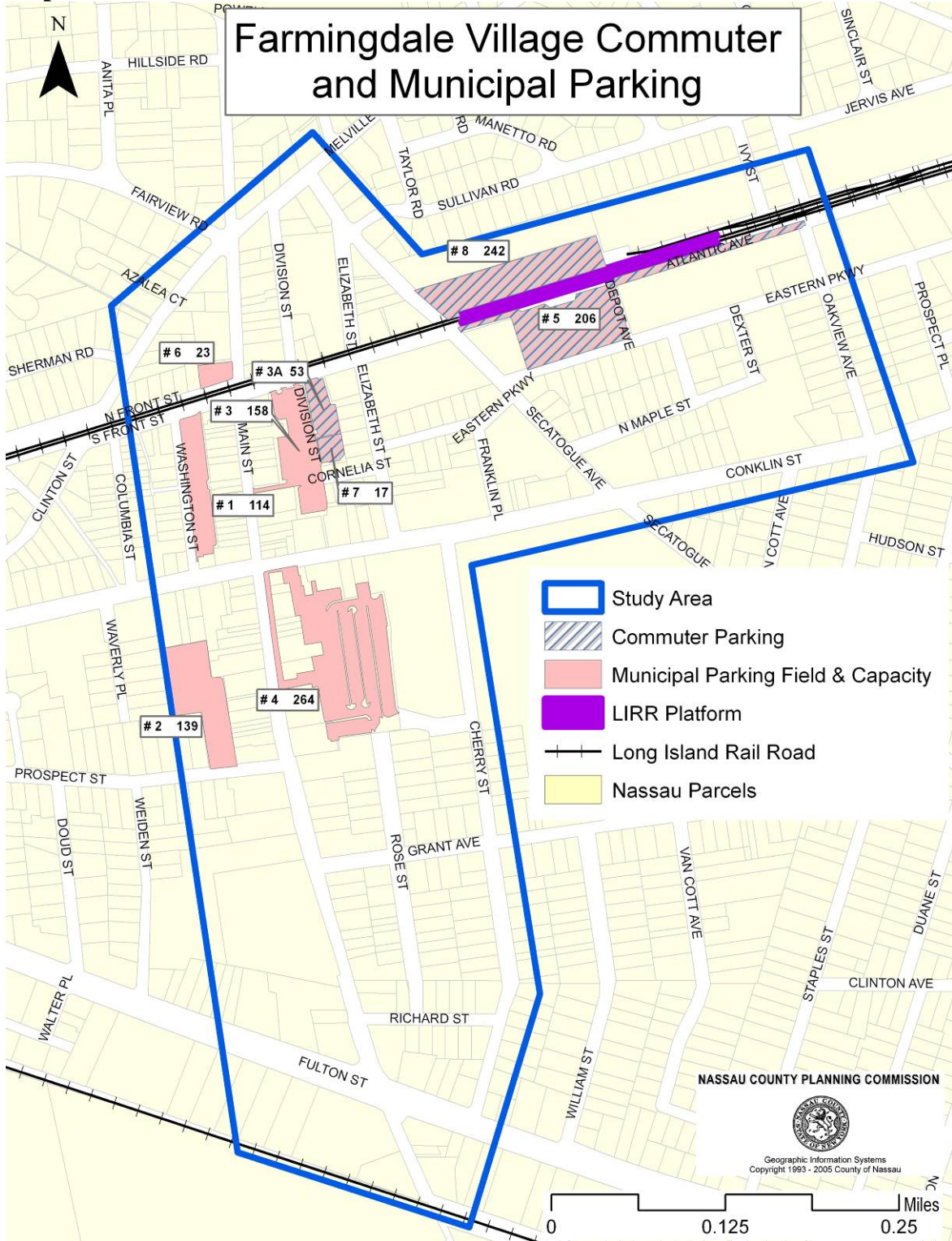
Map 2



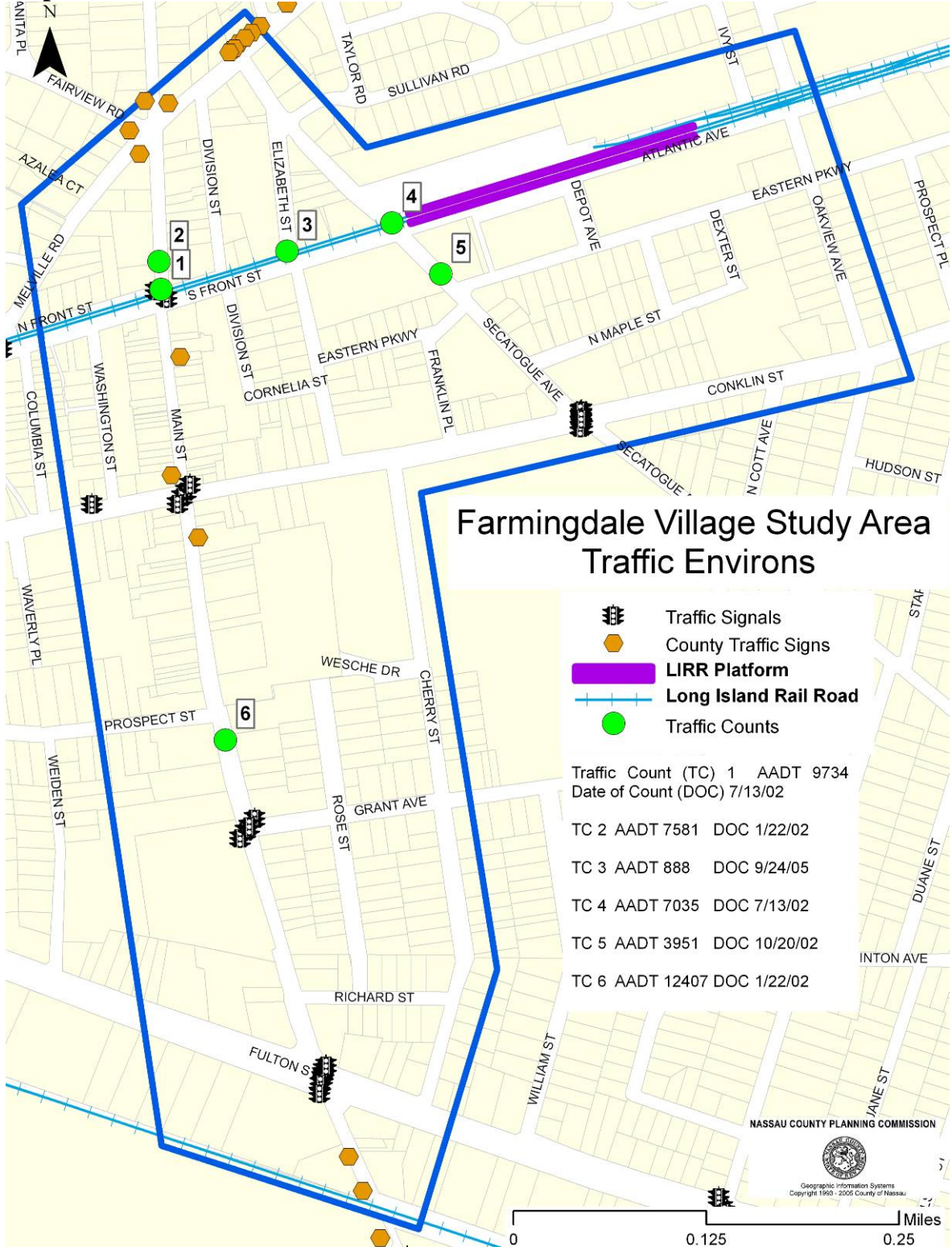
Map 3



Map 4



Map 5



Map 6

