

Study of Railroad Usage By Residents of Multi-unit Housing Complexes Near Railroad Stations



**Suffolk County Planning Department
May 2001**

**STUDY OF RAILROAD USAGE
BY RESIDENTS OF
MULTI-UNIT HOUSING COMPLEXES
NEAR RAILROAD STATIONS**

prepared by
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INTRODUCTION

History

The railroad has been a part of Suffolk County's transportation network since the main line of the railroad opened between Deer Park and Ronkonkoma in 1842 as part of a plan to eventually link New York City with Boston via railroad and ferry. The Montauk branch opened to Patchogue in 1869, and the northern branch of the railroad reached Port Jefferson in 1873. As the railroad stations opened, development around them increased. Commercial districts emerged around many railroad stations, and housing developed around those commercial centers as well. These communities developed prior to the advent of zoning in towns and villages.

In the late 1800s, commercial/residential districts surrounding railroad stations emerged in Huntington Station, Greenlawn, East Northport, Smithtown, Saint James, Port Jefferson Station, Amityville, Copiague, Lindenhurst, Deer Park, Wyandanch, Brentwood, and Central Islip. Many of these railroad commercial and residential centers had compact business areas which contained community facilities, houses of worship, public spaces, and transportation centers. Many of their buildings had and continue to have mixed uses. Surrounding these areas were homes, built at low to medium density, within walking distance (one-quarter mile) of the town center. Downtown centers in pre-World War II Suffolk County provided a variety of housing choices, including apartments over stores, small single family homes, and modest apartment buildings. Large estates, cottages, and other small homes and farms were scattered throughout the outlying areas.



Figure 1 - Originally, most residential and commercial development in Suffolk County was concentrated in and near its downtown districts.

After World War II, Suffolk County's population grew tremendously. The emergence of the automobile enabled housing and commercial development to be developed much further from the original downtown centers. The outlying areas further from downtown centers experienced a huge wave of single family home construction in the 1950s which continues to a lesser extent today. Many Suffolk communities became bedroom communities for people who worked in New York City because of accessibility to the Long Island Railroad and to major highways. The automobile became an integral part of our lives, our culture, and our developed landscape. However, the railroad remained an important transportation mode for a significant number of Long Islanders.

The Long Island Railroad Today

Today, the Long Island Railroad (LIRR) carries an average of 290,000 passengers each weekday. The LIRR system is comprised of ten branches and 124 stations. Suffolk County contains four of the branches and 41 Long Island Railroad stations. The electrified lines provide uninterrupted service to Huntington, Babylon, and Ronkonkoma. The stretch of rail on the Ronkonkoma branch in Suffolk County to Ronkonkoma was electrified in the late 1980s. This change resulted in a dramatic increase in the number of commuters using the stations at Deer Park, Central Islip, and especially Ronkonkoma. At these stations, despite the construction of large parking lots, parking overcrowding resulted and parking problems still persist. At both Ronkonkoma and Huntington, parking garages were built in the 1990s to help accommodate the large volume of commuter parking. (See Figure 2.) The station building at Ronkonkoma was enlarged and improved in the 1990s, and a commercial building was constructed at the station with shops catering to railroad riders. (See Figure 3.)

In recent years, some small stations have been closed, while other stations have been improved. Station buildings, platforms, and parking lots have been rebuilt, and some aesthetic improvements have been made. Ticket vending machines have been installed at stations, and at some stations these machines have totally replaced personal ticket sales.



Figure 2 - Parking garage built at the Ronkonkoma train station in the 1990s.



Figure 3 - Shops and services at the Ronkonkoma train station.

The Long Island Railroad has made attempts in recent years to replace its aging diesel fleet of trains. The railroad has purchased new bi-level trains, diesel locomotives, and dual-mode locomotives which run on diesel fuel or electricity. This new equipment may help improve travel times and reduce the need for transfers for riders using stations east of the end electrified line.

Table 1 contains details about the LIRR service at each station in western Suffolk County. These are the stations which have a train ride of less than two hours to Penn Station in New York City.

Table 1. Long Island Railroad Service at Stations in Western Suffolk County

LIRR Branch	Number of Stations	Type of Service	Station	# of Peak AM Trains	Average AM Peak Travel Time to Penn Station
Port Jefferson	9	Electrified	Cold Spring Harbor	11	59 min.
		Electrified	Huntington	12	63 min.
		Diesel	Greenlawn	7	66 min.
		Diesel	Northport	7	71 min.
		Diesel	Kings Park	7	78 min.
		Diesel	Smithtown	7	86 min.
		Diesel	Saint James	7	92 min.
		Diesel	Stony Brook	7	98 min.
Ronkonkoma	8	Electrified	Farmingdale (Nassau)	11	53 min.
		Electrified	Pinelawn	0	-
		Electrified	Wyandanch	11	59 min.
		Electrified	Deer Park	11	63 min.
		Electrified	Brentwood	11	68 min.
		Electrified	Central Islip	11	71 min.
		Electrified	Ronkonkoma	12	77 min.
		Diesel	Medford	1	98 min.
Babylon	4	Electrified	Amityville	16	58 min.
		Electrified	Copiague	16	61 min.
		Electrified	Lindenhurst	16	64 min.
		Electrified	Babylon	21	67 min.
Montauk	8	Diesel	Bay Shore	7	71 min.
		Diesel	Islip	7	76 min.
		Diesel	Great River	7	81 min.
		Diesel	Oakdale	7	86 min.
		Diesel	Sayville	8	89 min.
		Diesel	Patchogue	8	99 min.
		Diesel	Bellport	4	105 min.
Diesel	Mastic-Shirley	6	109 min.		
Total	29				

Source: Long Island Railroad timetables.

Stations with electrified train service have shorter travel times between those stations and Penn Station in New York City. The stations which have electrified service each have 10 or more peak morning trains (A peak train is defined as scheduled to arrive at Penn Station between 6 AM. and 10 AM), and usually no transfer is required. These stations also offer some express trains. Stations with diesel service usually must transfer, and usually offer only one express train to Penn Station in the



Figure 4 - Babylon railroad station. Train ride to Manhattan averages 67 minutes.

morning. Stations with diesel service may have dual diesel/electric trains, but passengers still usually must change trains between that station and Penn Station. Changing trains lengthens the trip.

The average travel time on a peak AM train to Penn Station from western Suffolk County is 73 minutes. Travel times on the LIRR to Penn Station from western Suffolk vary considerably. Cold Spring Harbor, Huntington, Wyandanch, Deer Park, Amityville, Copiague, and Lindenhurst each have peak AM travel times averaging between 59 and 64 minutes. Travel time averages between 66 and 71 minutes at Greenlawn, Northport, Brentwood, Central Islip, Babylon, and Bay Shore. Morning peak trains from Ronkonkoma average 77 minutes to Penn Station. Travel time from Port Jefferson averages 108 minutes.

Smart Growth

Since the 1970's, townhouses, cooperatives, condominiums, senior citizen units and legalized accessory apartments have been constructed in many communities across Suffolk County. Some of this housing has been built near downtown centers and railroad stations, but the majority of these units have been built distant from railroad stations or existing commercial centers. Despite continued construction of multi-unit housing in varied locations, this type of housing is still a relatively small part of Suffolk's housing stock, which is still dominated by single family detached homes. In some areas of the county, single family detached homes represent over 90% of the housing stock.

The "smart growth" concept promotes a diversity of home types and recommends that housing be located accessible to employment and community facilities to lessen automobile dependence. Yet the dispersed nature of most of our residential development makes mass transportation opportunities difficult. Careful placement of future housing can allow for transportation choice, make jobs more accessible, and make shopping and community facilities more easily accessible to a greater number of residents.

Smart growth is not anti-automobile, nor does it pretend to ignore the automobile's importance in



Figure 5 - The "smart growth" concept encourages making transportation, housing and services more accessible.

attempts to preserve options for people who may not want or need to drive everywhere for everything. Within the smart growth framework, it is often recommended that housing (often higher density housing) be located adjacent to or within walking distance of railroad stations. The question arose as to how often residents of multi-unit housing near railroad stations actually use the railroad. A research study was developed and this resulting report serves to clarify the issue of railroad use by residents of housing complexes near railroad stations.

Study Goals

The purpose of this study is to analyze railroad usage by residents of multi-unit housing complexes located near railroad stations, and to make recommendations with respect to current and future multi-unit housing development near railroad stations. This study aims to determine what proportion of people who live in high density housing complexes near railroad stations have used the railroad to get to work. In addition, the study will determine what types of transportation to work are currently used by people who live near railroad stations, and if these people use the railroad in greater proportion than the general population does. The final aim of the study is to determine how often people who live in these housing complexes use the railroad for other purposes than to get to work.

TRANSPORTATION-RELATED CENSUS DATA

Vehicles Available

In Suffolk County, the vast majority of households have at least one vehicle available. For the purposes of this study, data for western Suffolk will be analyzed, since all of the housing complexes that were surveyed for this study are located in western Suffolk. (Western Suffolk is defined as the Towns of Babylon, Brookhaven, Huntington, Islip, and Smithtown.) Based on 1990 census data (the most recent information available), 94% of western Suffolk's households have at least one vehicle, while only 6% of households have no vehicle available. Table 2 contains more detailed information.

Table 2. Number of Vehicles Available by Tenure of Household, Western Suffolk, 1990

Tenure	Number of Vehicles Available			
	0	1	2	3+
Owner-Occupied Households	4%	20%	45%	32%
Renter-Occupied Households	14%	40%	35%	11%
Total Households	6%	24%	43%	28%

Source: 1990 Census

There are significant differences between owner-occupied and renter-occupied housing units regarding the number of vehicles available. In renter-occupied units, 14% of units have no vehicles available, while just 4% of owner-occupied units have no vehicle. Renter-occupied housing units are also far less likely to have two or more vehicles available. Just 46% of renter-occupied units have two or more vehicles available, while 77% of owner-occupied units have two or more vehicles.

These figures help to show how transportation in Suffolk County is dominated by the automobile. There are, however, a significant minority percentage of households which have no automobile, and many of them are renter-occupied housing units. In addition, a significant number of households have only one vehicle available.

Means of Transportation to Work

The vast majority of western Suffolk County working residents drive alone to work. Results of the 1990 census show that nearly 78% of employed residents of western Suffolk drive alone to work. The second most common means of transportation to work was by car pool or van pool, used by 10.6% of western Suffolk residents, followed by the railroad, used by 5.8% of employed western Suffolk residents. Other means of getting to work, including walking, bus, or working at home, each accounted for fewer than 2% of employed persons in western Suffolk. Table 3 contains complete details.

Table 3. Means of Transportation to Work, Western Suffolk Residents, 1990

Transportation Means	Number	Percent
Drive alone	470,558	77.8%
Car pool or van	63,845	10.6%
Railroad	34,781	5.8%
Bus	5,681	0.9%
Walk	11,429	1.9%
Work at home	10,925	1.8%
Other	7,295	1.2%
TOTAL	604,514	100.0%

Source: 1990 Census

While the vast majority of workers drive alone to work, a significant minority of people use the railroad to get to work. One aim of this study is to determine whether railroad usage among workers living in housing complexes near railroad stations would be significantly higher than the general population.

METHODOLOGY

Purpose of Study

The Suffolk County Planning Department wanted to gather information on railroad usage by people who reside in multi-unit housing complexes located near Long Island Railroad stations. The purpose of this study is to enable the Suffolk County Planning Commission to better understand the transportation needs of people who live near Long Island Railroad stations. To do this, a mail questionnaire was developed to gather information about modes of transportation used by respondents. The information presented in this report is based on results from a self-selecting group of households who chose to respond to the survey. While the survey was not designed to acquire results of statistical significance, it does provide insight into the transportation uses of people living in multi-unit housing near railroad stations.

Questionnaire Design

The questionnaire was designed, edited, pre-tested on a small number of test respondents, and modified to improve quality. A simple three-question questionnaire emerged. To maximize response rates, the questionnaire was intended to be short, and its contents were contained on one page. Respondents could simply reverse the fold of the questionnaire and mail it back via postage-paid business reply mail. Appendix I contains a sample of the questionnaire.

Question number one intended to capture the proportion of households that had *ever* contained a person who used the nearby railroad station to get to work. This figure would include retired persons who had once used the railroad, or people who had at some point used the railroad but who had changed jobs or job locations. Question number two was more complex. It sought to determine what proportion of working people in these housing complexes use the nearby railroad station to get to work, and what proportion use various other types of transportation. Question number three was included to provide some information on the frequency of use of the nearby railroad station for leisure purposes, that is, purposes other than getting to work.

Sample Design

The Suffolk County Planning Department maintains an inventory of multi-unit housing complexes of 10 or more units. These complexes include market rate rental apartment complexes, subsidized rental apartment complexes, condominiums, and cooperatives. Multi-unit housing complexes situated within walking distance (one-quarter mile) of a Long Island Railroad station were considered for inclusion in the survey. One-quarter mile is a distance which is acceptably nearby and easy to walk. If a housing



Figure 6 - Fairfield Woods Co-ops (included in the survey) adjacent to the Great River station.

complex was about one-quarter mile from a station but several streets or busy roads would have to be traversed to reach the railroad station, the complex was not included. A handful of complexes were included in the survey which lie between one-quarter and one-half mile from the railroad station. These complexes, although farther away, were accessible to the railroad station usually by one street.

A total of 39 multi-unit housing complexes were included in this study. The complexes selected are: one 216 unit subsidized apartment complex, 25 market rate apartment complexes ranging in size from 12 to 272 units, six cooperative complexes having between 22 and 336 units, and seven condominium complexes ranging in size from 28 to 231 units. These complexes were in close proximity to 14 railroad stations. These railroad stations are listed in the Table 4.

Table 4. Railroad Stations With Multi-Unit Housing Complexes Included in Survey

LIRR Branch	LIRR Station	Number of Complexes Surveyed	Type of Service	Average AM Peak Travel Time to Penn Station
Port Jefferson:				
	Huntington	1	Electrified	63 min.
	Kings Park	2	Diesel	78 min.
	Smithtown	2	Diesel	86 min.
	Port Jefferson	5	Diesel	108 min.
Ronkonkoma:				
	Farmingdale	1	Electrified	53 min.
	Brentwood	1	Electrified	68 min.
Babylon:				
	Amityville	3	Electrified	58 min.
	Babylon	7	Electrified	67 min.
Montauk:				
	Bay Shore	4	Diesel	71 min.
	Islip	3	Diesel	76 min.
	Great River	2	Diesel	81 min.
	Oakdale	2	Diesel	86 min.
	Sayville	3	Diesel	89 min.
	Patchogue	3	Diesel	99 min.
TOTAL	14	39		

Appendix II contains a detailed listing of the housing complexes which were surveyed for this study. All of the housing complexes included in the study are located in western Suffolk County. On the LIRR main line east of Brentwood, and on the Montauk branch east of Patchogue, there are no multi-unit housing complexes of 10 or more units located near a railroad station. At one time, there were several apartment complexes near the Deer Park railroad station,

but that station was relocated to the east and no longer is within easy walking distance of those apartments.

After the housing complexes were selected for inclusion in the survey, a mailing list was researched. Addresses were researched through the 2000 Cole Directory; the address list was improved through field surveys, research of tax lot owner information, and research on the Internet. Mailing labels were produced for 3,035 residences. A questionnaire was mailed to every verifiable address in the selected housing complexes. If the resident's name was available, it was used in the address label, followed on the next line by "or current resident" so that the questionnaire would not be forwarded if the person named had died or moved. (A few surveys were still forwarded to persons who had moved away from the targeted complexes, and those responses were excluded from analysis). If no name was available, the questionnaire was addressed to "Resident" at the particular address.

On November 20, 2000, 3,035 questionnaires were mailed to residents of 39 housing complexes near 14 railroad stations in Suffolk County. January 17, 2001 was the last receipt date for questionnaires to be included in the study.

SURVEY RESPONSES

After the 3,035 questionnaires were mailed, 202 questionnaires (7%) were returned to sender because those housing units were vacant or the mailing addresses were incorrect or nonexistent. Of the questionnaires that reached their intended recipients, 645 questionnaire responses were mailed back, which represents a 23% response rate.

A response rate of 23% produced enough responses to create a detailed analysis. A few of the complexes surveyed produced zero or very few responses. Ketcham Apartments in Amityville and Church Street Apartments in Patchogue generated no responses. Fairfield at Babylon Village, Pine Brook Apartments in Islip, and Fairfield at Oakdale produced just one response from each complex. However, most of the housing complexes surveyed generated response rates of between 10% and 40%.

Certain housing complexes generated even higher response rates. Birchwood on the Green (co-ops) in Oakdale and Highlands (condos) in Port Jefferson produced the largest number of responses, 91, and 82, respectively. The highest response rates came from two condominium



Figure 7 - The Highlands condominiums, Port Jefferson.



Figure 8 - The Meadows at Kings Park condominiums had the highest response rate of any complex surveyed.

complexes, Meadows at Kings Park (47%) and Emerald Woods located in Islip (44%).

The response rates from condominiums were generally highest, followed by the response rate from cooperatives. The response rate from all apartment complexes was 17%, the rate from cooperatives was 24%, and the response rate from condominiums was 36%. Appendix III shows complete information about the number of responses and response rates from each housing complex surveyed. The survey results were tabulated and analyzed in a spreadsheet format. The following section contains the resulting survey summary tables and narrative analysis.

SURVEY ANALYSIS

Use of Railroad to Get to Work

The first survey question asked respondents to identify whether anyone in the household had *ever* used the nearby railroad station as their main means of transportation to work while living there. There were 641 respondents who provided information about their household's historical use of the railroad to get to work. Of those households, 240 or 37% had people who had at some point used the nearby railroad station as their main means of transportation to work.

Of the surveyed housing complexes with substantial response rates (greater than 10 responses), certain housing complexes reported particularly high rates of railroad usage. In Babylon village, 77% of Fairfield Park apartments respondents stated that someone in the household had used Babylon station to get to work. (See Figure 9.) The Babylon station is easily accessible to this large apartment complex. Responses from 64% of Bay Shore Manor apartments and 57% of Heritage Gardens apartments in Brentwood indicated that someone in the household had ever used the nearby railroad station to get to work. The Meadows at Kings Park (condos) had 45% of households having someone who had ever used the Kings Park station to get to work. Also in Babylon, the Village Commons and Whalers Cove condo complexes had 44% and 43% of households (respectively) with a Babylon station commuter. Appendix IV contains details about responses to question #1 by housing complex.



Figure 9 - Fairfield Park apartments in Babylon village. This housing complex had the highest percentage of respondents who had ever used the railroad to get to work.



Figure 10 - Bay Shore Manor apartments. Nearly two-thirds of respondents in this complex indicated that someone in the household had used the railroad to get to work.

Overall, respondents from complexes near the Babylon and Bay Shore stations showed the highest railroad use. In housing complexes in both Bay Shore and in Babylon village, 56% of respondents said that someone in the household at some point had used the nearby railroad station to get to work. Appendix V contains details about responses to question #1 by railroad station.

Means of Transportation to Work

Survey question number two asked about means of transportation to work. It asked respondents which primary type of transportation each working person in the household used in traveling to work. Respondents were instructed to write in the number working persons who used either the nearby railroad station, used another railroad station, drove alone, car pooled, took a bus, walked, worked at home, or used some other means.

For this question, survey respondents provided information about 734 workers, an average of 1.1 workers in each responding household. Of those households, while 65% of the workers drive to work alone, 23% use the nearby railroad station to get to work. Another 3% use another railroad station to get to work, presumably because the nearby station does not provide as many trains or as rapid service as more distant stations which might provide direct service to New York City. (92% of workers who stated they use another railroad station live near stations with diesel service). Another 3% of surveyed workers car pool to work. The other means of transportation are less common, with each type accounting for 2% or fewer of workers. Table 5 details the summary results for this question.

Table 5. Means of Transportation to Work

Transportation Means	Survey Respondents		All of Western Suffolk (1990 Census)
	Number of Workers	Percent	Percent
Nearby RR Station	166	23%	—
Another RR Station	24	3%	—
<i>Railroad total</i>	<i>190</i>	<i>26%</i>	<i>6%</i>
Drive Alone	475	65%	78%
Car/Van Pool	23	3%	11%
Bus	12	2%	1%
Walk	14	2%	2%
Work at home	14	2%	2%
Other	6	1%	1%
TOTAL	734	100%	100%

Note: totals may not add to 100% due to rounding.

Source: Suffolk County Planning Department, 1990 Census

Based on the survey, railroad use among residents of multi-unit housing complexes near railroad stations is much higher than railroad use by the population in western Suffolk as a whole. When the number of respondents who used the nearby railroad station was added to the number who used another railroad station, a total of 26% of workers use the railroad to get to work. This figure is much greater than the 1990 census figure for all workers who live in western Suffolk (6%). Meanwhile, the proportion of survey respondents who drive alone to work (65%) is somewhat lower compared to all of western Suffolk (78%) and the use of car pools is significantly lower in these housing complexes (3%) than in all of western Suffolk (11%). The use of other means of transportation by survey respondents was similarly low compared to western Suffolk residents in general.



Figure 11 - Heritage Gardens apartments, adjacent to the Brentwood railroad station, where 44% of workers reportedly use the Brentwood station.

Again, certain housing complexes showed particularly high rates of current railroad usage. Of the surveyed housing complexes with substantial response rates (greater than 10 responses), Fairfield Park apartments in Babylon again had the highest railroad use with 58% of workers currently using the Babylon train station. In Brentwood, responses indicate that 44% of working people living at Heritage Gardens apartments use the Brentwood railroad station. The other complexes with the highest use of the nearby railroad station were in Babylon village, 36% of Whalers Cove condos workers and 31% of Village Commons condos workers used the Babylon station to get to work. These housing complexes are near stations which have electrified railroad service and about one hour service to Penn Station.



Figure 12 - Birchwood on the Green Co-ops in Oakdale, about one-half mile from the Oakdale station.

Other housing complexes reported higher than the survey average usage of the nearby railroad station in traveling to work. At the condos in Bay Shore along Fifth Avenue south of Union Boulevard, 29% of workers reportedly use Bay Shore station. At the Meadows at Kings Park condos, 26% use the nearby railroad station, and at Bay Shore Manor apartments, 23% of workers use Bay Shore station to get to work. At Birchwood on the Green co-ops in Oakdale, 21% use the Oakdale station and 8% use another station (for a total railroad use of 29%). Appendix VI contains details about responses to question #2 by housing complex.

Higher proportions of workers in the survey use the nearby railroad station on the Montauk branch than do workers who live in complexes near Port Jefferson branch stations. Housing complexes near Babylon station had by far the highest proportion of workers who use the nearby railroad station (43%), followed by Bay Shore (24%) and Oakdale (20%). The next highest rate was in Kings Park (18%), followed by Huntington and Islip (17% each), and Port Jefferson (15%). Appendix VII contains details about responses to question #2 by railroad station.

Variations in Railroad Use by Type of Housing

Only about 20% of the housing in western Suffolk in general is renter-occupied. Yet the proportion of renter-occupied units is higher in the housing complexes included in this study, because more than one-third of the survey respondents live in rental apartment complexes. Therefore, fewer vehicles may be available to survey respondents since renter-occupied housing units tend to have fewer vehicles available, making them more likely to depend on transportation alternatives such as the railroad. Railroad use is therefore expected to be higher for residents of apartment complexes, followed by co-ops and then condos, which tend to have the highest owner-occupied rate of these three housing types. Table 6 compares the percentage of workers in the three types of multi-unit housing complexes surveyed who use the various modes of transportation to work, and compares those figures to western Suffolk in general.

Table 6. Comparison of Railroad Usage Rates by Type of Housing Surveyed

Transportation Means	Survey Respondents			All of Western Suffolk (1990 Census)
	Condominiums	Cooperatives	Apartments	Percent
Nearby RR Station	22%	17%	27%	—
Another RR Station	4%	5%	2%	—
<i>Railroad total</i>	<i>26%</i>	<i>22%</i>	<i>29%</i>	<i>6%</i>
Drive Alone	68%	71%	58%	78%
Car/Van Pool	1%	5%	3%	11%
Bus	1%	1%	3%	1%
Walk	2%	1%	3%	2%
Work at home	2%	1%	3%	2%
Other	0%	1%	1%	1%
TOTAL	100%	100%	100%	100%

Note: totals may not add to 100% due to rounding.

Source: Suffolk County Planning Department, 1990 census

As expected, a higher proportion of workers in the apartment complexes surveyed use the

railroad (29%) than do workers living in condominiums surveyed (26%), but the difference is small. Yet even workers living in predominantly owner-occupied condominiums surveyed show a much higher railroad use rate than workers in western Suffolk as a whole. Apartment complex dwellers have a noticeably smaller percentage who drive alone to work (58%, compared to 68% in condos and 71% in co-ops), which perhaps reflects lower numbers of vehicles available. In addition to higher railroad use rates, residents of apartment complexes surveyed reported slightly but consistently higher use rates for car/van pools, bus, walk, work at home, and other means to get to work.

Use of Railroad for Leisure Travel

Survey question number three asked respondents to identify how often they use the railroad for purposes other than to get to work. The question gave respondents four choices as to how often they use the nearby railroad station for non-work purposes: more than once a week, a few times a month, a few times a year, or never. There were 642 respondents who provided information about their household's use of the railroad for purposes other than to get to work. Of those households, 42 or 7% used the railroad for leisure use more than once a week and 122 or 19% used the railroad a few times a month. This means that 26% used the railroad for leisure trips at least a few times a month. The results are displayed in Table 7.

Table 7. Frequency of Use of Nearby Railroad for Purposes Other than Work

Frequency	Responses	Percent
More than once a week	42	7%
A few times a month	122	19%
A few times a year	339	53%
Never	139	22%
TOTAL	642	100%

Note: totals may not add to 100% due to rounding.

Source: Suffolk County Planning Department

The housing complexes furthest west generally had the highest proportion of respondents using the railroad for non-work purposes more than once a week. Three of the complexes with the highest percentage using the railroad for leisure more than once a week were Village Commons condos in Babylon (19%), Fairfield Park apartments in Babylon (13%), and Whitman Village apartments in Huntington Station (10%). Appendix VIII contains details about responses to question #3 by housing complex.

When the categories “more than once a week” and “a few times a month” were combined, similar results emerged. The housing complexes with the highest proportion of residents using the railroad for leisure at least a few times a month were generally the ones furthest west. Bay Shore Manor apartments had 52% of residents using the railroad for leisure at least a few times a month, followed by Fairfield Park apartments in Babylon (42%), Heritage Gardens apartments in Brentwood (35%), Whitman Village apartments in Huntington Station (33%), Village Commons condos in Babylon (32%), and Whalers Cove condos in Babylon (31%). The two railroad stations with the highest proportion of respondents using the railroad more than a few times a month for leisure purposes were Bay Shore station (39%), and Babylon station (36%). Appendix IX contains details about responses to question #3 by railroad station.



Figure 13 - Village Commons condominium in Babylon village.



Figure 14 - Whalers Cove condominium in Babylon village.

Conclusions

Railroad station sites in Suffolk County presently serve as mini-transportation hubs. They contain a railroad station allowing access to New York City and to other locations on Long Island. In addition, railroad stations often also contain other forms of public transportation. They are frequent transfer points for buses, and often contain a taxi depot. Convenient access to public transportation and linkages among forms of public transportation may become even more important if fuel prices continue to increase and more people turn to forms of mass transit.

Responses to the survey conducted for this report can be summarized as follows. **There seems to be substantial usage of the railroad for transportation to work in multi-unit housing complexes located near train stations.** Of the households surveyed, 37% had someone who has used the railroad as their main means of transportation to work. Certain apartment complexes had particularly high railroad usage rates. Of Fairfield Park apartments respondents, 77% stated that someone in the household had used Babylon station to get to work. Overall, in complexes near Babylon station and Bay Shore stations, 56% of households had a worker who had at some point used the nearby railroad to get to work. These were the highest of all the railroad stations surveyed.

Among working people in the housing complexes surveyed, 23% currently use the nearby railroad station to get to work. When added to the respondents who use another railroad station, railroad use by respondents totaled 26%. This total far exceeds 1990 census figure for all of western Suffolk, which showed that 6% of workers used the railroad to get to work. When predominantly owner-occupied condominiums were analyzed alone, the figure for respondents was still 26%. Again, residents of complexes near Babylon station had the highest current rate of railroad use in getting to work (43%).

More than one-quarter (26%) of respondents reported using the railroad for non-work purposes at least a few times a month. Most respondents, however, reported using the nearby railroad for leisure travel a few times a year (53%). Those reporting they never use the railroad for leisure was 22%.

The housing complexes which showed higher railroad use rates and lower rates of driving alone to work seem to share certain characteristics. These housing complexes, whether rental or owned units, are well designed and sited so that residents can easily walk to the nearby railroad station. The highest rates of railroad use and the lowest rates of driving alone to work were found near Babylon station. Babylon serves as a model for multi-unit housing situated near a railroad station. With its mix of owned and rental complexes, Babylon contains several multi-unit complexes which seem to successfully blend a pleasant living environment with easy access to the railroad station. The housing complexes are situated on streets which have sidewalks and are relatively easy to cross. The complexes in Babylon are also within modest walking distance of shopping and services.

The survey results show that a significant percentage of residents of housing complexes near

railroad stations rely on the railroad. Multi-unit housing located near railroad stations is a smart way to reduce dependence on automobiles, and improve transportation connections between home, work, and other activities. Accessible transportation alternatives are very important to households which do not have access to an automobile, to families that may not have the luxury of two automobiles per household, and to older residents.



Figure 15 - Babylon Village has a variety of multi-unit housing types near both the train station and downtown Babylon.

RECOMMENDATIONS

At one time, most commercial and residential development on Long Island occurred in its central business districts, most of which were located near harbors or railroad stations. After the automobile became the main source of transportation, residential construction and development of major commercial and employment centers occurred in locations far removed from the original transportation and commercial centers. However, the railroad is still the key transportation mode to work for many Suffolk County residents.

Suffolk County should continue to improve the transportation links between housing, jobs and community facilities by supporting railroad-related planning initiatives which encourage train use and lessen auto congestion. Recommendations for multi-unit housing construction set forth in the following paragraphs are further underscored in locations where there is already access to sewers. In addition, the use of density transfers should be encouraged where appropriate. The New York State building codes relating to mixed-used development are expected to change in early 2002, which will help to implement recommendations encouraging mixed-use development.

The survey results included in this study highlight the importance of the railroad to residents of multi-unit housing complexes (apartments, condominiums, and cooperatives) located near train stations. The following recommendations emerge as a result of the survey, and incorporate good planning and smart growth concepts.

Recommendation No. 1: Encourage the construction of new multi-unit housing near railroad stations, especially railroad stations adjacent to business districts.

The prudent development of mixed-use multi-unit housing near railroad stations should be encouraged. Where desirable, new developments should have mixed-uses, including commercial components. A stable, healthy housing stock surrounding a downtown business district is important to maintain the vitality of a downtown area. When housing is added in or near a downtown area, the vitality of the downtown is strengthened by the business generated by the additional residents. New multi-unit housing complexes should ideally be located within easy reach of public transportation, shopping and other public facilities. These facilities presently exist near many of Suffolk County's railroad stations. The area surrounding the Babylon train station is a good model for multi-unit housing development near a railroad station. It contains a mix of single family and multi-family rental and condominium units which are all easily accessible to the train station and to shopping and community services.



Figure 16 - There are several vacant lots near the Ronkonkoma railroad station which may be appropriate for multi-unit housing or mixed-use housing and commercial development.

The County should encourage the construction of appropriately located multi-unit affordable housing through partnerships with towns and villages. New York State has recently partnered with the Town of Huntington and a private developer in constructing 100 affordable co-op units adjacent to the Huntington train station. This development contains housing only and is not a mixed-use development, but is ideally located for easy access to transportation.



Figure 17 - The St. James railroad station has some surrounding vacant land that may be suitable for multi-unit housing construction.

A few communities have some vacant land near railroad stations which could be developed for multi-unit housing possibly mixed with commercial uses. Even smaller developments of 10 to 20 units can help improve and revitalize an area and bring consumers to nearby commercial establishments. Communities which may have land available for development near railroad stations include Kings Park, Smithtown, Saint James, Port Jefferson, Wyandanch, Brentwood, Copiague, Bay Shore, Oakdale, Bellport, and Mastic-Shirley.

Deer Park and Ronkonkoma have well-used stations but are lacking any nearby multi-unit housing.

The Deer Park station was moved about two miles east from its original location, placing it in an undeveloped area with adequate room for a large parking field. Since The station was moved, industrial and other development has taken place around the station, but some remaining vacant lots could be used for multi-unit housing. When the railroad was electrified to Ronkonkoma in the late 1980s, Ronkonkoma station became a railroad hub. This very heavily used railroad station can now easily support new multi-unit housing on vacant land surrounding the station.

Recommendation No. 2: Encourage the redevelopment of abandoned, underutilized, or “eyesore” properties near railroad stations for multi-unit housing.

Redevelopment opportunities arise as buildings fall into neglect, parcels in property tax default fall into County ownership, businesses fail, or property is sold. In some cases, building lots can be assembled for redevelopment (That is, adjacent lots can be combined to allow for more well-planned mixed uses). Where possible, Suffolk County towns and villages should encourage redevelopment at these sites near railroad stations, encouraging either the renovation of desirable buildings or new construction of appropriate multi-unit housing, possibly mixed with commercial uses. Any housing added in or near an existing business district would be an asset to the economic vitality of the business district. A downtown area with a nearby railroad station is the ideal location for senior citizen or other multi-unit housing, with its proximity to shopping, services, and transportation.



Figure 18 - There may be some redevelopment opportunities for mixed-use multi-unit housing near the railroad station in Lindenhurst.



Figure 19 - Redevelopment opportunities exist adjacent to the Ronkonkoma railroad station.

Whenever possible, the County should partner with the towns to favor acquiring previously developed sites which are located near downtown areas, community facilities, parks and transportation. These community "eyesores" can once more become attractive developments, complementing surrounding neighborhoods, stabilizing property values, and providing amenities for new residents in accordance with smart growth principles. The Town of Islip has teamed with the Long Island Housing Partnership in the redevelopment of Smith Avenue near the Bay Shore train station. When complete, South Wind Village will contain 78 affordable attached rental and owned units.

Communities which may have opportunities for redevelopment of property near the railroad station for multi-unit housing or mixed uses include Huntington Station, Greenlawn, East Northport, Kings Park, Port Jefferson, Wyandanch, Deer Park, Brentwood, Ronkonkoma, Amityville, Copiague, Lindenhurst, Bay Shore, Sayville, and Patchogue.

Recommendation No. 3: Encourage the construction of individual apartments above existing commercial buildings located near railroad stations.

Occupied apartment units above retail or service businesses help strengthen the economic vitality of nearby merchants. Opportunities exist in many communities for adding second story apartments to buildings near railroad stations. Many multi-tenant row buildings are suitable for a second story addition. To encourage mixed-use development in a downtown, a village or town may want to create a Downtown Development District in its zoning code, with provisions for development bonuses in certain



Figure 20 - Small-scale multi-unit housing constructed above storefronts adds to the economic vitality of a downtown area.

specified cases. The Town of Islip has created such a district. In communities where there is less available land or where few redevelopment opportunities exist, this type of small-scale high density housing should be encouraged.

Certain communities have commercial districts near their railroad stations. These communities would benefit from apartment construction over existing commercial buildings, and other mixed-use developments. Opportunities may exist for adding second story apartments to buildings near the railroad station in Greenlawn, East Northport, Saint James, Brentwood, Amityville, Copiague, Lindenhurst, and Babylon.

Recommendation No. 4: The railroad should continue to upgrade its station facilities, and partner with the towns and villages to create attractive, vibrant, and safe areas around railroad stations.

As the areas around railroad stations become more attractive, these areas become more desirable places to live. Attractive landscaping, benches, street lamps, and brick pavers all contribute to an attractive appearance. Added attractive street lamps in and near the railroad stations help to improve perceived and actual security. Improving these street scape elements in areas between the railroad station and nearby residential areas will help improve the connection between the railroad and the surrounding neighborhoods. The railroad should also be diligent in continuously eliminating all trash from the areas on all parts of its property near the railroad stations.



Figure 22- Attractive street lamps, brick work, and architecture create a sense of place at Ronkonkoma.



Figure 21 - Islip railroad station parking lot undergoing reconstruction in 1999.

Recommendation No. 5: The Long Island Railroad and the Towns and Villages should improve pedestrian access to railroad stations.

Housing complexes near railroad stations should have easy and safe walking access to the station. Access is improved through well-maintained sidewalks, street lamps, and well-marked crosswalks. If a housing complex is located on the other side of the railroad tracks from a railroad station, a crossover should be established to ease the crossing the tracks. Unnecessary fences that prevent local pedestrians from reaching the railroad station should be altered to allow for walkers to more easily reach the railroad station.



Figure 23 - Fences that impede pedestrian access unnecessarily should be altered or removed.

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APPENDIX I: Survey Questionnaire

COUNTY OF SUFFOLK



ROBERT J. GAFFNEY
SUFFOLK COUNTY EXECUTIVE
DEPARTMENT OF PLANNING

STEPHEN M. JONES, A.I.C.P.
DIRECTOR OF PLANNING

October, 2000

Dear Suffolk County Resident:

The Suffolk County Department of Planning is gathering information on railroad usage by people who reside in housing complexes near Long Island Railroad stations. The purpose of this study is to enable the Suffolk County Planning Commission to better understand the transportation needs of people who live near Long Island Railroad stations.

Your cooperation in completing the accompanying survey will provide information that is very important for this study. This information is not available anywhere, and therefore you are our only source for this information. If you have any questions concerning this survey, please contact Peter Lambert at 853-5196.

Your answers are completely confidential. To mail your response back, please reverse the fold of the questionnaire so that the *business reply mail* address shows on the outside. No postage is necessary. Please return your answers as soon as possible. Thank you.

Sincerely,

Stephen M. Jones
Director

1. Has anyone in your household ever used the *nearby* railroad station as their main means of transportation to work while living in this housing complex?

_____ Yes _____ No

2. For the working people in your household, what is their main means of transportation to work?

(Fill in the number of people who use each type of transportation.)

of workers

- _____ Use the *nearby* railroad station to get to work.
- _____ Use another railroad station to get to work.
- _____ Drive alone to work.
- _____ Car pool or take a van to work.
- _____ Ride a bus to work.
- _____ Walk to work.
- _____ Work at home.
- _____ Other _____.

3. How often does a member of your household use the *nearby* railroad station for purposes other than to get to work?

- _____ More than once a week.
- _____ A few times a month.
- _____ A few times a year.
- _____ Never.

Please reverse the fold of the questionnaire so that the business reply mail address shows on the outside. Thank you very much for your participation.

APPENDIX II: Housing Complexes Surveyed

Station	Complex Name	Units	Address	Housing Type
<i>Port Jefferson Branch:</i>				
Huntington	Whitman Village	216	100-320 Lowndes Ave.	Apt.
Kings Park	Kings Wood Gardens	144	130-146 Church St.	Co-op
Kings Park	Meadows at Kings Park	45	Indian Trace & Meadow Rd.	Condo
Smithtown	Fairfield at Smithtown	48	35-39 Elliot Pl. & Prospect St.	Apt.
Smithtown	Maple Gardens	50	73-83 Maple Ave.	Apt.
Port Jefferson	Sunburst East*	42	150 North Country Rd.	Apt.
Port Jefferson	Sunburst West*	34	84 North Country Rd.	Apt.
Port Jefferson	Highlands	231	Highlands Blvd.	Condo
Port Jefferson	Town and Country	39	Sea Court La.	Condo
Port Jefferson	Heatherwood House	272	39-61 Piedmont Dr.	Apt.
<i>Ronkonkoma Branch:</i>				
Farmingdale	Bethpage Park Cooperatives	70	74 Jervis Ave.	Co-op
Brentwood	Heritage Gardens	145	Leroy Ave. & 8 th St.	Apt.
<i>Babylon Branch:</i>				
Amityville	Ketcham Apartments	14	167-175 Ketcham Ave.	Apt.
Amityville	Brunswick Apartments	20	290 Broadway	Apt.
Amityville	Windsor Apartments	12	51 Ireland Place	Apt.
Babylon	Fairfield at Babylon Village	30	134 Park Ave.	Apt.
Babylon	Fairfield Park	200	Friendly Ct. & Park Ave.	Apt.
Babylon	Ka-Flow Garden Apartments	20	20-21 Ralph Ave. & Locust Ave.	Apt.
Babylon	Town House Apartment	32	39-59 Park Ave.	Apt.
Babylon	Village Green	34	30-80 Ralph Ave. & Locust Ave.	Apt.
Babylon	Village Commons	54	Greenmeadow Dr. & Cooper St.	Condo
Babylon	Whalers Cove	152	Whalers Cove Dr. & John St.	Condo
<i>Montauk Branch:</i>				
Bay Shore	Apartments	12	50-52 Center Ave.	Apt.
Bay Shore	Bay Shore Manor	112	2-24 E. Garfield St. & 3 rd Ave	Apt.
Bay Shore	Fairfield North at Bayshore	22	25 N. Clinton Ave.	Apt.
Bay Shore	Condos	39	5 th Ave. & S. Union St.	Condo
Islip	Pine Brook Apartments	16	155, 159 Nassau Ave.	Apt.
Islip	Woodlands	224	Finch La. & Union Blvd.	Co-op
Islip	Emerald Woods	28	Sutton Pl. & Rte. 111	Condo
Great River	Fairfield Woods	50	100 Connetquot Ave.	Co-op
Great River	Connetquot Apartments	20	115 Connetquot Ave.	Apt.
Oakdale	Fairfield at Oakdale	19	20 W. Shore Rd.	Apt.
Oakdale	Birchwood on the Green	336	Wilshire La. & Oakdale-Boh.Rd.	Co-op
Sayville	Apartments	24	Lincoln Ave. & Overton Ave. Apt.	
Sayville	Sayville Garden Apartments	34	Hiddink Ave. & Lincoln Ave. Apt.	
Sayville	Woodview	36	Easy St. & Greeley Ave.	Apt.
Patchogue	Church Street Apartments	28	Church St. & Railroad Ave.	Apt.
Patchogue	Terry Apartments	65	38 Rider Ave.	Apt.
Patchogue	Rider Terrace	22	75 Rider Ave.	Co-op

*Now known as Jefferson Woods Apartments

APPENDIX III: Responses From Complexes Surveyed

				Returned to Sender		Responses	
Station	Complex Name	Housing Type	Surveys Sent	Number	Percent	Number	Rate
<i>Port Jefferson Branch:</i>							
Huntington	Whitman Village	Apt.	252	13	5%	31	13%
Kings Park	Kings Wood Gardens	Co-op	144	6	4%	38	28%
Kings Park	Meadows at Kings Park	Condo	45	2	4%	20	47%
Smithtown	Fairfield at Smithtown	Apt.	48	2	4%	11	24%
Smithtown	Maple Gardens	Apt.	50	2	4%	8	17%
Port Jefferson	Sunburst East	Apt.	42	0	0%	10	24%
Port Jefferson	Sunburst West	Apt.	34	0	0%	5	15%
Port Jefferson	Highlands	Condo	231	5	2%	83	37%
Port Jefferson	Town and Country	Condo	39	1	3%	13	34%
Port Jefferson	Heatherwood House	Apt.	272	2	1%	58	21%
<i>Ronkonkoma Branch:</i>							
Farmingdale	Bethpage Park Cooperatives	Co-op	70	2	3%	12	18%
Brentwood	Heritage Gardens	Apt.	140	5	4%	14	10%
<i>Babylon Branch:</i>							
Amityville	Ketcham Apartments	Apt.	14	4	29%	0	0%
Amityville	Brunswick Apartments	Apt.	22	0	0%	2	9%
Amityville	Windsor Apartments	Apt.	12	0	0%	2	17%
Babylon	Fairfield at Babylon Village	Apt.	30	12	40%	1	6%
Babylon	Fairfield Park	Apt.	158	0	0%	31	20%
Babylon	Ka-Flow Garden Apartments	Apt.	20	3	15%	3	18%
Babylon	Town House Apartment	Apt.	24	2	8%	6	27%
Babylon	Village Green	Apt.	26	0	0%	5	19%
Babylon	Village Commons	Condo	54	1	2%	16	30%
Babylon	Whalers Cove	Condo	152	4	3%	51	34%
<i>Montauk Branch:</i>							
Bay Shore	Apartments	Apt.	12	0	0%	3	25%
Bay Shore	Bay Shore Manor	Apt.	128	23	18%	25	24%
Bay Shore	Fairfield North at Bayshore	Apt.	22	1	5%	3	14%

				Returned to Sender		Responses	
Station	Complex Name	Housing Type	Surveys Sent	Number	Percent	Number	Rate
Bay Shore	Condos	Condo	39	0	0%	10	26%
Islip	Pine Brook Apartments	Apt.	16	7	44%	1	11%
Islip	Woodlands	Co-op	261	41	16%	30	14%
Islip	Emerald Woods	Condo	28	1	4%	12	44%
Great River	Fairfield Woods	Co-op	50	1	2%	16	33%
Great River	Connetquot Apartments	Apt.	26	0	0%	7	27%
Oakdale	Fairfield at Oakdale	Apt.	21	0	0%	1	5%
Oakdale	Birchwood on the Green	Co-op	330	27	8%	91	30%
Sayville	Apartments	Apt.	30	9	30%	2	10%
Sayville	Sayville Garden Apartments	Apt.	35	2	6%	2	6%
Sayville	Woodview	Apt.	36	4	11%	7	22%
Patchogue	Church Street Apartments	Apt.	30	13	43%	0	0%
Patchogue	Terry Apartments	Apt.	70	5	7%	7	11%
Patchogue	Rider Terrace	Co-op	22	1	5%	2	10%

APPENDIX IV: Responses to Question #1

Has anyone in your household ever used the nearby railroad station as their main means of transportation to work while living in this housing complex?

			Yes		No	
Station	Complex Name	Housing Type	Number	Percent	Number	Percent
Port Jefferson Branch:						
Huntington	Whitman Village	Apt.	10	33%	20	67%
Kings Park	Kings Wood Gardens	Co-op	7	18%	31	82%
Kings Park	Meadows at Kings Park	Condo	9	45%	11	55%
Smithtown	Fairfield at Smithtown	Apt.	1	9%	10	91%
Smithtown	Maple Gardens	Apt.	3	38%	5	63%
Port Jefferson	Sunburst East	Apt.	2	20%	8	80%
Port Jefferson	Sunburst West	Apt.	3	60%	2	40%
Port Jefferson	Highlands	Condo	22	27%	61	73%
Port Jefferson	Town and Country	Condo	3	23%	10	77%
Port Jefferson	Heatherwood House	Apt.	20	34%	38	66%
Ronkonkoma Branch:						
Farmingdale	Bethpage Park Cooperatives	Co-op	1	8%	11	92%
Brentwood	Heritage Gardens	Apt.	8	57%	6	43%
Babylon Branch:						
Amityville	Ketcham Apartments	Apt.	-	-	-	-
Amityville	Brunswick Apartments	Apt.	1	50%	1	50%
Amityville	Windsor Apartments	Apt.	2	100%	0	0%
Babylon	Fairfield at Babylon Village	Apt.	1	100%	0	0%
Babylon	Fairfield Park	Apt.	24	77%	7	23%
Babylon	Ka-Flow Garden Apartments	Apt.	3	100%	0	0%
Babylon	Town House Apartment	Apt.	4	67%	2	33%
Babylon	Village Green	Apt.	2	40%	3	60%
Babylon	Village Commons	Condo	7	44%	9	56%
Babylon	Whalers Cove	Condo	21	43%	28	57%
Montauk Branch:						
Bay Shore	Apartments	Apt.	0	0%	3	100%
Bay Shore	Bay Shore Manor	Apt.	16	64%	9	36%

			Yes		No	
Station	Complex Name	Housing Type	Number	Percent	Number	Percent
Bay Shore	Fairfield North at Bayshore	Apt.	1	33%	2	67%
Bay Shore	Condos	Condo	6	60%	4	40%
Islip	Pine Brook Apartments	Apt.	0	0%	1	100%
Islip	Woodlands	Co-op	11	38%	18	62%
Islip	Emerald Woods	Condo	1	8%	11	92%
Great River	Fairfield Woods	Co-op	5	31%	11	69%
Great River	Connetquot Apartments	Apt.	4	57%	3	43%
Oakdale	Fairfield at Oakdale	Apt.	0	0%	1	100%
Oakdale	Birchwood on the Green	Co-op	33	36%	58	64%
Sayville	Apartments	Apt.	2	100%	0	0%
Sayville	Sayville Garden Apartments	Apt.	0	0%	2	100%
Sayville	Woodview	Apt.	1	14%	6	86%
Patchogue	Church Street Apartments	Apt.	-	-	-	-
Patchogue	Terry Apartments	Apt.	2	29%	5	71%
Patchogue	Rider Terrace	Co-op	2	100%	0	0%
Anonymous responses			2	33%	4	67%
GRAND TOTAL			240	37%	401	63%

Note: Housing complexes in **bold** produced 10 or more responses.

APPENDIX V: Responses (by railroad station) to Question #1

Has anyone in your household ever used the nearby railroad station as their main means of transportation to work while living in this housing complex?

Station	Yes		No	
	Number	Percent	Number	Percent
<i>Port Jefferson Branch:</i>				
Huntington	10	33%	20	67%
Kings Park	16	28%	42	72%
Smithtown	4	21%	15	79%
Port Jefferson	50	30%	119	70%
<i>Ronkonkoma Branch:</i>				
Farmingdale	1	8%	11	92%
Brentwood	8	57%	6	43%
<i>Babylon Branch:</i>				
Amityville	3	75%	1	25%
Babylon	62	56%	49	44%
<i>Montauk Branch:</i>				
Bay Shore	23	56%	18	44%
Islip	12	29%	30	71%
Great River	9	39%	14	61%
Oakdale	33	36%	59	64%
Sayville	3	27%	8	73%
Patchogue	4	44%	5	56%
Anonymous responses	2	33%	4	67%
GRAND TOTAL	240	37%	401	63%

Note: Railroad stations in **bold** produced 10 or more responses.

APPENDIX VI: Responses to Question #2

For the working people in your household, what is their main means of transportation to work?
(Fill in the number of people who use each type of transportation.)

Station	Complex Name	Nearby RR Sta.	Other RR Sta.	Drive Alone	Car Pool	Bus	Walk	Work at Home	Other
Port Jefferson Branch:									
Huntington	Whitman Village	17%	0%	61%	4%	4%	9%	2%	2%
Kings Park	Kings Wood Gardens	12%	0%	79%	9%	0%	0%	0%	0%
Kings Park	Meadows at Kings Park	26%	0%	70%	0%	4%	0%	0%	0%
Smithtown	Fairfield at Smithtown	8%	0%	83%	0%	8%	0%	0%	0%
Smithtown	Maple Gardens	20%	10%	50%	0%	0%	10%	10%	0%
Port Jefferson	Sunburst East	22%	0%	78%	0%	0%	0%	0%	0%
Port Jefferson	Sunburst West	20%	0%	60%	20%	0%	0%	0%	0%
Port Jefferson	Highlands	14%	7%	75%	1%	0%	1%	2%	0%
Port Jefferson	Town and Country	15%	0%	69%	15%	0%	0%	0%	0%
Port Jefferson	Heatherwood House	14%	2%	67%	8%	6%	0%	2%	2%
Ronkonkoma Branch:									
Farmingdale	Bethpage Park Cooperatives	9%	0%	91%	0%	0%	0%	0%	0%
Brentwood	Heritage Gardens	44%	6%	44%	0%	6%	0%	0%	0%
Babylon Branch:									
Amityville	Ketcham Apartments	-	-	-	-	-	-	-	-
Amityville	Brunswick Apartments	20%	0%	60%	0%	0%	0%	0%	20%
Amityville	Windsor Apartments	100%	0%	0%	0%	0%	0%	0%	0%
Babylon	Fairfield at Babylon Village	100%	0%	0%	0%	0%	0%	0%	0%
Babylon	Fairfield Park	58%	0%	35%	5%	0%	0%	3%	0%
Babylon	Ka-Flow Garden Apartments	60%	0%	40%	0%	0%	0%	0%	0%
Babylon	Town House Apartment	33%	0%	44%	0%	0%	11%	11%	0%
Babylon	Village Green	25%	0%	75%	0%	0%	0%	0%	0%
Babylon	Village Commons	31%	0%	50%	0%	0%	13%	6%	0%
Babylon	Whalers Cove	36%	2%	55%	0%	0%2	2%	2%	2%
Montauk Branch:									
Bay Shore	Apartments	0%	33%	67%	0%	0%	0%	0%	0%
Bay Shore	Bay Shore Manor	23%	3%	64%	3%	5%	0%	3%	0%

APPENDIX VI

Station	Complex Name	Nearby RR Sta.	Other RR Sta.	Drive Alone	Car Pool	Bus	Walk	Work at Home	Other
Bay Shore	Fairfield North at Bayshore	50%	0%	50%	0%	0%	0%	0%	0%
Bay Shore	Condos	29%	0%	71%	0%	0%	0%	0%	0%
Islip	Pine Brook Apartments	0%	0%	100%	0%	0%	0%	0%	0%
Islip	Woodlands	20%	3%	54%	14%	0%	3%	3%	3%
Islip	Emerald Woods	10%	10%	80%	0%	0%	0%	0%	0%
Great River	Fairfield Woods	10%	0%	80%	5%	5%	0%	0%	0%
Great River	Connetquot Apartments	18%	9%	45%	0%	0%	9%	18%	0%
Oakdale	Fairfield at Oakdale	0%	0%	100%	0%	0%	0%	0%	0%
Oakdale	Birchwood on the Green	21%	8%	69%	1%	0%	0%	1%	0%
Sayville	Apartments	0%	0%	50%	0%	0%	50%	0%	0%
Sayville	Sayville Garden Apartments	0%	0%	100%	0%	0%	0%	0%	0%
Sayville	Woodview	18%	0%	82%	0%	0%	0%	0%	0%
Patchogue	Church Street Apartments	-	-	-	-	-	-	-	-
Patchogue	Terry Apartments	0%	0%	80%	0%	0%	20%	0%	0%
Patchogue	Rider Terrace	0%	0%	100%	0%	0%	0%	0%	0%
Anonymous responses		14%	0%	71%	0%	0%	0%	0%	14%
GRAND TOTAL		23%	3%	65%	3%	2%	2%	2%	1%

Note: Housing complexes in **bold** produced information about 10 or more workers.

APPENDIX VII: Responses (by railroad station) to Question #2

For the working people in your household, what is their main means of transportation to work?

(Fill in the number of people who use each type of transportation.)

Station	Nearby RR Sta.	Other RR Sta.	Drive Alone	Car Pool	Bus	Walk	Work at Home	Other
<i>Port Jefferson Branch:</i>								
Huntington	17%	0%	61%	4%	4%	9%	2%	2%
Kings Park	18%	0%	75%	5%	2%	0%	0%	0%
Smithtown	14%	5%	68%	0%	5%	5%	5%	0%
Port Jefferson	15%	4%	72%	4%	2%	1%	2%	1%
<i>Ronkonkoma Branch:</i>								
Farmingdale	9%	0%	91%	0%	0%	0%	0%	0%
Brentwood	44%	6%	44%	0%	6%	0%	0%	0%
<i>Babylon Branch:</i>								
Amityville	50%	0%	38%	0%	0%	0%	0%	13%
Babylon	43%	1%	47%	2%	1%	3%	3%	1%
<i>Montauk Branch:</i>								
Bay Shore	24%	3%	66%	2%	3%	0%	2%	0%
Islip	17%	4%	62%	11%	0%	2%	2%	2%
Great River	13%	3%	68%	3%	3%	3%	6%	0%
Oakdale	20%	8%	69%	1%	0%	0%	1%	0%
Sayville	14%	0%	79%	0%	0%	7%	0%	0%
Patchogue	0%	0%	83%	0%	0%	17%	0%	0%
Anonymous responses	14%	0%	71%	0%	0%	0%	0%	14%
GRAND TOTAL	23%	3%	65%	3%	2%	2%	2%	1%

Note: Railroad stations in **bold** produced information about 10 or more workers.

APPENDIX VIII: Responses to Question #3

How often does a member of your household use the *nearby* railroad station for purposes other than to get to work?

Station	Complex Name	More Than Once a Week	A Few Times a Month	A Few Times a Year	Never
<i>Port Jefferson Branch:</i>					
Huntington	Whitman Village	10%	23%	58%	10%
Kings Park	Kings Wood Gardens	3%	16%	47%	34%
Kings Park	Meadows at Kings Park	5%	15%	65%	15%
Smithtown	Fairfield at Smithtown	9%	0%	55%	36%
Smithtown	Maple Gardens	13%	13%	50%	25%
Port Jefferson	Sunburst East	0%	20%	70%	10%
Port Jefferson	Sunburst West	20%	0%	60%	20%
Port Jefferson	Highlands	2%	20%	51%	27%
Port Jefferson	Town and Country	0%	17%	67%	17%
Port Jefferson	Heatherwood House	3%	12%	43%	41%
<i>Ronkonkoma Branch:</i>					
Farmingdale	Bethpage Park Cooperatives	8%	8%	42%	42%
Brentwood	Heritage Gardens	21%	14%	57%	7%
<i>Babylon Branch:</i>					
Amityville	Ketcham Apartments	-	-	-	-
Amityville	Brunswick Apartments	50%	0%	0%	50%
Amityville	Windsor Apartments	50%	0%	50%	0%
Babylon	Fairfield at Babylon Village	0%	0%	100%	0%
Babylon	Fairfield Park	13%	29%	45%	13%
Babylon	Ka-Flow Garden Apartments	0%	33%	67%	0%
Babylon	Town House Apartment	17%	50%	33%	0%
Babylon	Village Green	0%	40%	60%	0%
Babylon	Village Commons	19%	13%	56%	13%
Babylon	Whalers Cove	4%	27%	57%	12%
<i>Montauk Branch:</i>					
Bay Shore	Apartments	0%	0%	67%	33%
Bay Shore	Bay Shore Manor	8%	44%	40%	8%

Station	Complex Name	More Than Once a Week	A Few Times a Month	A Few Times a Year	Never
Bay Shore	Fairfield North at Bayshore	0%	33%	67%	0%
Bay Shore	Condos	0%	20%	70%	10%
Islip	Pine Brook Apartments	0%	0%	0%	100%
Islip	Woodlands	7%	17%	57%	20%
Islip	Emerald Woods	8%	8%	58%	25%
Great River	Fairfield Woods	0%	25%	56%	19%
Great River	Connetquot Apartments	0%	14%	43%	43%
Oakdale	Fairfield at Oakdale	0%	0%	100%	0%
Oakdale	Birchwood on the Green	8%	19%	54%	20%
Sayville	Apartments	50%	0%	50%	0%
Sayville	Sayville Garden Apartments	0%	0%	50%	50%
Sayville	Woodview	14%	0%	57%	29%
Patchogue	Church Street Apartments	-	-	-	-
Patchogue	Terry Apartments	0%	14%	57%	29%
Patchogue	Rider Terrace	0%	0%	100%	0%
Anonymous responses		0%	17%	50%	33%
GRAND TOTAL		7%	19%	53%	22%

Note: Housing complexes in **bold** produced 10 or more responses.

APPENDIX IX: Responses (by railroad station) to Question #3

How often does a member of your household use the *nearby* railroad station for purposes other than to get to work?

Station	More Than Once a Week	A Few Times a Month	A Few Times a Year	Never
<i>Port Jefferson Branch:</i>				
Huntington	10%	23%	58%	10%
Kings Park	3%	16%	53%	28%
Smithtown	11%	5%	53%	32%
Port Jefferson	3%	17%	51%	30%
<i>Ronkonkoma Branch:</i>				
Farmingdale	8%	8%	42%	42%
Brentwood	21%	14%	57%	7%
<i>Babylon Branch:</i>				
Amityville	50%	0%	25%	25%
Babylon	9%	27%	53%	11%
<i>Montauk Branch:</i>				
Bay Shore	5%	34%	51%	10%
Islip	7%	14%	56%	23%
Great River	0%	22%	52%	26%
Oakdale	8%	18%	54%	20%
Sayville	18%	0%	55%	27%
Patchogue	0%	11%	67%	22%
Anonymous responses	0%	17%	50%	33%
GRAND TOTAL	7%	19%	53%	22%

Note: Railroad stations in **bold** produced 10 or more responses.

APPENDIX X: Survey Comments

On the questionnaire, no space was available for respondents to write in comments. However, several respondents offered their opinions or made requests. Some of the comments were unintelligible or antagonistic. Relevant comments were transcribed.

From Huntington Station: *Please stop blowing that train whistle so much.*

From Port Jefferson: *It would be nice if the train were put in “low” idle while at the station. This morning it came in at 3:30 a.m. and idled at the station until 5:45 a.m..*

The time schedule for the Hicksville station is not very flexible.

From Bay Shore: *Train service at Bay Shore leaves much to be desired. No westbound train at 8:26 - 9:55 a.m., no train from New York 8:30 - 10:29 p.m. and 10:29 p.m. - 12:37 a.m.*

From Great River: *The Great River station is a mess. People throw their coffee cups and napkins all over. They do not use the receptacles provided. I suggest that the LIRR maintenance should put receptacles down on the ground by the east stairway.*

From Oakdale: *Please keep Oakdale station open. It is also convenient for friends who come to Oakdale to visit.*

Lower the level of horn sounds.

We need sidewalks to get to Oakdale railroad station.

The county should improve local bus service from the railroad to areas not served by the railroad.

From Sayville: *Please make the trains stop blowing their horrible horns more than 4 times and not blow them continuously when they pass each other at 5 a.m.. The railroad seems to have no control over this noise pollution. Why is airplane noise controlled and train noise is not?*

