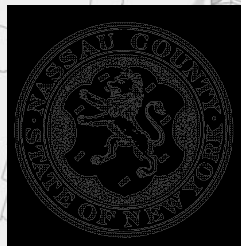


NASSAU COUNTY PLANNING COMMISSION
DIVISION OF TRANSPORTATION

Downtown Inventory: Massapequa Park

Incorporated Village of
Massapequa Park



February 2006

THOMAS R. SUOZZI
COUNTY EXECUTIVE

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Acknowledgement

This report was prepared by the Nassau County Planning Commission, member of the New York Metropolitan Transportation Council (NYMTC) in cooperation with the Federal Highway Administration, the Federal Transit Administration, and the members of NYMTC. Funding for this project Downtown Inventory: Massapequa Park, PIN#PTNA05E00.01, was paid for through matching grants from: the Federal Highway Administration and the Federal Transit Administration.

Disclaimer

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Downtown Transportation Inventory Massapequa Park

Municipality

Village or Hamlet:

Incorporated Village of Massapequa Park

Town:

Oyster Bay

Population:

17,499 (Census 2000)

Area:

2.2 square miles

Background

Massapequa Park is located in the Town of Oyster Bay, in the densely populated southeastern part of Nassau County. The 2.2 square mile village extends from the Southern State Parkway to the Great South Bay, a distance of approximately 3.5 miles. The Village was incorporated in 1931 and had a population of 488 in 1940. By 1950 the population had reached 2,334 persons. However, it was the decade from 1950 to 1960 that witnessed truly spectacular growth.¹

The village has a linear central business district with a concentration of commercial uses, most of which are located on Park Boulevard in one or two-story structures. Much of the village's commercial activity falls into several basic categories: food stores, bakeries, delicatessens and eating and drinking establishments; personal services including barber shops, hair stylists and nail salons; banks and other financial services; real estate and insurance brokers; florists, hardware, sporting goods, clothing and print shops; dry cleaners and miscellaneous repair services, and professional offices.

Retail businesses are generally modest in size, and there were few vacancies, when this inventory was conducted indicating that the nature and scale of retail activity is appropriate for the market it serves. The village, however, is not a major employment center. The bulk of the Village's housing stock is in the form of single and two-family homes.

LIRR Station

Station Name:

Massapequa Park

Branch:

Babylon

Street Location:

Park Boulevard, between Front Street (north) and Sunrise Highway (Route 27)

AM Westbound Peak Boarding Count (1998): 1,477²

(Note: Under the four Station Use Levels categorized by the LIRR, Massapequa Park is a Use Level 2 Station serving 2,000 to 6,000 passenger trips per day.)

Total Number of Commuter Parking Spaces: 619 (twelve hour limits)

¹ The Incorporated Village of Massapequa Park Resident Handbook, 2005

² Long Island Ridership Book, 1998. This is the latest available ridership data.

Political Jurisdictions

Congressional: 3rd CD
State Senate: 8th SD
State Assembly: 12th AD
County Legislature: 12th LD
Town: Oyster Bay

MTA LI Bus Routes (from LI Bus Route Schedule, throughput at Broadway Bus Station, Massapequa Park Revised 9/15/05 – MTA Web Site, 11/2005)

Route Number(s):

N54/55 Amityville Station-Hempstead Transit Center

Serves the Village along Sunrise Highway and Carman's Road

Weekday Service Span

To Hempstead

5:35 AM to 9:58PM

To Amityville

6:52 AM to 9:35 PM

Saturday Service Span

To Hempstead

7:16 AM to 10:48 PM

To Amityville

8:35 AM to 10:26 PM

N55 Massapequa Park (Sunrise Mall)-Hempstead Transit Center

Serves the Village along Sunrise Highway and Carman's Road

Sunday Service Span

To Hempstead

10:03 AM to 7:21 PM

To Sunrise Mall

9:39AM to 6:48PM

N80 Massapequa Park (Sunrise Mall)-Hicksville (RR Station)

Serves the Village along Sunrise Highway

Weekday Service Span

To Hicksville Station

8:34 AM to 5:47 PM

To Sunrise Mall

8:45 AM to 7:52 PM

Saturday Service Span

To Hicksville Station

9:02 AM to 7:02 PM

To Sunrise Mall

8:37 AM to 6:37 PM

(No Sunday Service)

**N81 Massapequa Park (Sunrise Mall)-Hicksville (RR Station)
Serves the Village along Sunrise Highway**

Weekday Service Span

To Hicksville Station

7:24 AM to 8:13 PM

To Sunrise Mall

7:16AM to 5:31 PM

Saturday Service Span

To Hicksville Station

9:11 AM to 6:17 PM

To Sunrise Mall

9:35 AM to 6:46 PM

(No Sunday Service)

Shuttle Service to LIRR Station

No

Taxi Service

Yes

LI Yellow taxi has four reserved spaces in the LIRR parking lot, on the station's south side.

Station Configuration

Elevated Platform with Station Building Ticket Office/Waiting Room at grade.

Physical Description of Station

Under station design guidelines published by the Long Island Rail Road, Massapequa Park is classified among the "Super Structure branch family" of stations, along with all other stations on the Babylon branch³. "Elevated stations reveal the engineering necessary for these heavily used branches. Structures are large and dramatic, resembling those of modern rapid transit systems...these branches exhibit few vestiges of the LIRR's origins, but the potential to express a modern railroad tradition abounds."⁴

Operationally, Massapequa Park is classified as a "high volume line station" by the LIRR.⁵ "Line stations" are defined as "typical stations located along a scheduled branch," in contrast to terminals, which are located at branch ends, or hub stations, which are characterized by heavy customer use and the presence of multiple connecting services. Location type is a combination *suburban strip*. A suburban strip is a developed area that is adjacent to major streets and highways, including commercial and retail activity (along Sunrise Highway, the major east-west vehicular artery).⁶

Due to increased congestion, at grade Babylon Branch was elevated between the late 1960s and early 1970s (Massapequa Park being an exception to the rule. It was elevated in the early 1980s). Most trips to Jamaica Station are approximately 30 minutes, 60 minutes to Flatbush or Pennsylvania Stations. The station building appeared to be well maintained,

³ Station Design Guidelines, Long Island Rail Road, 1995

⁴ Ibid.

⁵ Ibid.

⁶ Ibid.

recently brick-faced and slab structure with cinder block walls in the ground level ticket office-waiting room. It is clearly marked by signage with the station and LIRR names. Recent upgrades to the station include the removal of ivy vines, which covered the station name on the trestle facade, the installation of new street lamps and coordinated colored benches, and tree landscaping. Enclosed waiting areas (ground level and elevated) provide shelter from the elements during adverse weather conditions.

Signage indicating directions to the waiting/ticket room, as well as to buses and taxis, are visible from the base and top of the station's stairs/escalator. There is the presence of "All Trains" signs at the base of each stairwell. Passengers exit vehicles and walk directly onto the sidewalk in front of the station, eliminating pedestrian- vehicular conflicts completely. "No stopping" signs are placed to discourage drop-offs at other locations.

Access to Trains (elevated or at-grade)

Elevated



A



B



C

There are four stairwells, one west of Park Boulevard (Picture A), one in front of the station building (east of Park- Picture B) and two additional east of the station. An escalator is also available at the stairwell location in front of the station building (Picture C). The nearest fully accessible station is Massapequa, the next westbound stop.

Amenities

Ticket Office Hours: Monday through Friday: 6:10 AM - 1:45 PM (Closed 10:35AM - 11:05 AM)

Saturday, Sunday and Holidays :Closed
(see *Attachment A*)

- Ticket Machine (located on the column just west of the station building.)
- Benches (two facing Park Avenue in front of LI Yellow Taxi reserved parking spaces)
- Bicycle Rack: two, one directly in front of (west of) ticket booth office and one rear (east of) of ticket booth office eight spaces.
- Covered bulletin board with train schedules
- News/light food vendor in the stationhouse (exterior access only)
- Newspaper vending racks behind station house and next to westernmost stairwell
- U.S. Postal Service Mailbox in front of stationhouse by center escalator
- Four pay phones (two on the north and two on the south of the stationhouse)

Parking

The Village maintains six parking fields for the use of shoppers, commuters and businesses. Parking regulations on streets within the shopping areas vary from one to two hours. Commuter parking is available in the municipal fields around the train station, and under the railroad trestle (Field Six) the regulated hours are 6 a.m. to 6 p.m. Annual permits, issued to Massapequa Park Village residents, are required to park in Field Six. The remaining commuter spots are 6 a.m. to 3 p.m. These reserved spaces become unrestricted at all other times. This permits shoppers to use commuter parking after 3 p.m. when commuters begin returning home.

Annual (June 1 through May 31) \$40 permits are required to park in commuter or merchant and Village employee spaces. Commuter spaces are restricted to cars registered to Village residents, with the exception of 75 spaces made available to non-residents because of an agreement with the Metropolitan Transportation Authority. Non-resident parking also requires the purchase of an annual permit from the Village. A one-day permit, costing \$1.00, may be obtained from Village Hall by residents who only need to occasionally park in a commuter space (see *Attachment B/Map 2*).

Parking Field 1, west of the Park Boulevard business district, and Parking Field 2, East of Park Boulevard have nine-hour commuter parking spaces and three-hour shopper spaces. Parking Field 3, east of Cartwright Boulevard behind the Merrick Road businesses, and Field 4, west of Cartwright Boulevard behind the Merrick Road businesses, have various restricted shopper parking spaces from 9 a.m. to 6 p.m. Read the signs for restrictions. Fields 1, 2, 3 and 4 include spaces reserved for Village and/or merchant employees. Field 5, at the corner of Front and Park, is restricted to shopper parking. The sixth field, under the LIRR overpass, is restricted to commuter parking.

Description of LIRR Station Environs

Land Use

Boundaries for this study include the western perimeter of the parking lot situated behind the commercial strip on the west side of Park Boulevard; Clark Boulevard on the north, to the rear of the commercial stores on the east side of Park Boulevard as far south as Taylor Avenue; Taylor Avenue westbound to Seventh Avenue; south on Seventh Avenue to Front Street; east on Front Street to Manhattan Avenue; east along the south side of Sunrise Highway heading west to a point parallel with the western perimeter of the parking lot situated behind the commercial strip on the west side of Park Boulevard (see *Plate 2*).

Four municipal parking lots serve the downtown region, including two specifically serving railroad commuters. All other properties within the downtown-station region are residential with the exception of the Massapequa Park Village Hall and the Massapequa Fire District Fire House, both located on Front Street, north east of the train station. There are no apartment houses near the LIRR station or on Park Boulevard. The bulk of the village's housing stock is in detached, single-family houses (5,496 out of a total 5,809 housing units, according to the 2000 US Census – see *Attachment C*). The central business district is surrounded by single family homes (see *Plate 1, 3*).

Park Boulevard, which runs north south from Merrick Road to Lake Shore Drive within the confines of the village limits, is Massapequa Park's main commercial thoroughfare and the

core of its downtown business district. Uses in the immediate vicinity of the station include restaurants and small retail and services establishments. The west side of Park Boulevard from Jackson Avenue north to Clark Boulevard includes off-street parking in front of the stores. Although this parking has limited capacity, it is complemented by expansive parking facilities located behind the stores (Municipal Parking Fields 1 and 2, see *Plate 3*).

Park Boulevard has good sidewalks, wide and well-maintained, with decorative street lights and benches, as does Front Street. The commercial segment of Park Boulevard is small, approximately 900 feet, from Clark to Front. Location of parking lots behind stores minimizes pedestrian-vehicular conflicts on Park Boulevard since cars enter and leave the lots at a limited number of access points rather than driveways that cross sidewalks. There is no bus route on Park Boulevard north of the LIRR station.

There are “ped xing” signs painted in the roadway on Park Boulevard near the Jackson and Taylor Avenue intersections but no vertical or overhead pedestrian signage. Pedestrian amenities on Park Boulevard are limited but are probably adequate given the traffic volume and limited commercial development in the village’s central business district.

There is no traffic signal at the intersection of Park and Front, near the LIRR station. There are zebra crosswalks traversing Park Boulevard and Front Street on the west side of the intersection, but no other pedestrian amenities, although there is a substantial volume of traffic heading north from Sunrise Highway;

The village is not a major employment area and has very limited office space (mainly on Park Boulevard and Front Street) so there is minimal traffic generation to conflict with peak hour trips to and from the LIRR station. Also, there are no schools near the LIRR station that would contribute to AM peak congestion with buses and drop offs.

Land uses in the vicinity of the LIRR station along Front Street include the Village Hall and a strip of commercial structures (one or two stories) containing retail stores, cleaning and food establishments and offices.

Sunrise Highway (NY 27) is a major east-west arterial roadway/truck route located on the south shore of Long Island. It traverses Nassau County from East Massapequa on the Suffolk County line to Valley Stream on the New York City border. In 2002 the Average Annual Daily Traffic (AADT) count at Sunrise Highway and the Park Boulevard intersection was 53,354 vehicles, a substantially large amount of car and truck traffic. The north side of the highway includes the railroad right-of-way as well as Parking Fields 5 and 6. The south side of the street is lined with commercial properties, primarily automobile dealerships.

Zoning⁷

North side (LIRR Tracks to Clark Boulevard):

Commercial (B-2)

Commercial (B-3)

South Side (Between the LIRR tracks and Sunrise Highway):

Commercial (B-2)

⁷ Land Use Plan, Village of Massapequa Park

Non-Motorized Access/Amenities

All intersections in the vicinity of the station have cross hatch or “zebra” striped crosswalks. The Park Boulevard/Sunrise Highway crossings have pedestrian signal buttons, timed for both Park Boulevard and Sunrise Highway.

Park Boulevard consists of one northbound lane, one southbound lane, and a southbound turning lane, approximately 35 feet. Assuming the average adult can walk four feet per second (the Institute of Traffic Engineers standard), it should take less than nine seconds to cross Park Boulevard. The pedestrian button provided a six second green “walk” sign, followed by an eighteen second flashing “Don’t Walk” warning sign, adequate traversing time for the average adult to get across Park Boulevard.

Sunrise Highway (three traffic lanes westbound plus a shoulder lane and turning lane, three traffic lanes eastbound plus a shoulder and a turning lane, and a narrowed median of approximately five feet of width) pedestrian button provides an eight second green “walk” sign, followed by a 34 second flashing “Don’t Walk” warning sign. With a width of approximately 75 feet, the average adult pedestrian crossing at a speed of four feet per second would require about 19 walking seconds to traverse Sunrise Highway at the Park Boulevard intersection. This can pose a major impediment to those physically challenged, that need extra time to traverse this distance.

Crosswalks traverse Park Boulevard at Sunrise Highway, Front Street, Taylor Avenue, Jackson Avenue, and Clark Boulevard.

Passengers who are driven to the station may exit vehicles at designated drop-off bays on the south side of elevated tracks/platform in Parking Lot Six. A turn-around, which circles a memorial volunteer firefighter tower provides a drop-off next to the station’s main stairwell (where the station escalator is located). An extended taxi waiting area provides alternative drop-off capacity on the north side of the station along Front Street (opposite Parking Lot Six).

As with other communities along the Babylon Line, Sunrise Highway bisects the village. Consequently, pedestrian and vehicular access is easier from the north than from the south because of the width and high traffic volume of Sunrise Highway and the lack of sidewalks on the north side of Sunrise Highway.

There is no dedicated pedestrian access from the south side of the LIRR, except along Park Boulevard. Pedestrians must cross the parking lot to get to the station (see *Attachment A*).

Bus Shelters

There is a bus shelter on the north side of Sunrise Highway near the LIRR but opportunities for installations at bus stops on the south side are limited because narrow sidewalks with inadequate setback space abut parking lots. The sole bus shelter was located on the Northwest corner of Sunrise Highway at Park Boulevard for all westbound routes (N54/55, N80/81).

Overview of Service Area

Westbound AM peak ridership for Massapequa Station was 1,477 according to the **Spring 1998 LIRR Ridership Book**, the last time a major ridership survey was conducted by the LIRR. The station was designated as a “Level 2” station (2,000 – 6,000 riders), and currently falls within that designation. This figure refers to passenger trips in and out of the station on a typical weekday.^{8,9}

There were available long term commuter parking spaces visually observed in the outer parking lots (Fields 1 and 2) on two separate business day visits to the service area.

As noted earlier, the Village maintains strict vigil on the use of commuter parking spaces to guarantee only permit issued vehicles are legally parked. With the exception of 75 non-Village resident spaces, this essentially restricts LIRR commuter parking to Village residents. As a result, the ridership survey for Massapequa Park Station likely reflects that the vast majority of riders reside within Massapequa Park.

Traffic Patterns

Existing traffic congestion problems are limited to specific locations during rush hour periods, particularly the intersections of Park Boulevard and Sunrise Highway and Front Street by the Massapequa Park Station. The LIRR grade crossing elimination project in the early 1980s helped diminish many of the congestion problems associated with rail crossings. The elevation of the station also helped to provide more and better designed and located commuter parking spaces.

Demographics

According to 2000 Census data, Massapequa Park’s total population is 17,499. The village has a substantial cohort of working age residents. There are 13,073 inhabitants between the ages of eighteen and 65. The percentage of residents aged 18-65 is 59 per cent. In addition, the median age of population, 39.2. This data is relevant to existing and potential demand for commuter service, parking and non-motorized access to the LIRR station and other land uses for Massapequa Park (“Profile of Selected Housing, Demographic, Social, Economic Characteristics: 2000” US Census Bureau - Attachment B).

Transit/Non-Motorized Transportation Compatibility

There is considerable overlap between land use characteristics affecting both transit compatibility and pedestrian/bicycle compatibility. Note: Under New York State law, wheelchair users are classified as “pedestrians.” Massapequa Park’s land use characteristics support both transit and non-motorized transportation, as follows:

- Transit infrastructure serves as a major focal point in the village. The LIRR is situated at the south end of the village’s downtown business district, as are all bus routes (Sunrise Highway). As previously noted, it is marked by a volunteer fire fighter memorial tower on the south-east corner of Park Boulevard and Sunrise Highway that

⁸ 1998 Long Island Ridership Book

⁹ Station Design Guidelines, Long Island Rail Road, 1995

serves as a visual gateway to both the station environs and the downtown commercial core.

- Buildings in the central business district are generally placed close to the sidewalk and to each other, creating a “street wall” and minimizing distance from one structure to another.
- Building doorways generally open directly onto sidewalks, rather than parking lots, thus minimizing pedestrian-vehicular conflicts. Some establishments have rear doors for customers, providing access to Parking Lots 1 and 2.
- Sidewalks in the central business district are continuous and appear to be generally well maintained.
- Most parking is situated behind stores and other businesses so cars enter and exit lots on side streets rather than conflict with pedestrian movements on Park Boulevard. The one exception is the additional front parking lot situated on the west side on Park Boulevard between Jackson Avenue on the south and Clark Boulevard on the north.
- Land uses on the side streets off Park Boulevard are mainly residential, with no major traffic generators, thus minimizing the volume of turning movements that impede pedestrians as they cross the street.
- The retail core of Park Boulevard is two thru lanes wide, from Sunrise Highway in the south to Clark Boulevard on the north. There is a parking lane on each side. Street width is generally about 35 feet, an easy distance for most pedestrians to cross at an average walking speed of four feet per second.
- Parking lanes on both sides of Park Boulevard serve as a buffer between pedestrian traffic on sidewalks and vehicular traffic in the roadway.
- Overall, the scale of the village permits convenient pedestrian access to the LIRR and other downtown land uses north of the Railroad right-of-way. As noted on the maps attached to this report, one-quarter and one-half mile radii from the LIRR station capture a significant area of the residential neighborhoods both within the village and in the nearby-unincorporated areas.
- Finally, the village’s population density is 7,353 per square mile, exceeding the area population density of Merrick (5,423), where there is existing LIRR shuttle bus service.¹⁰ As such Massapequa Park may be an available candidate for a future shuttle route. Massapequa Park’s alternative village business district, located fourteen blocks south on Park Boulevard and Merrick Road, and residences south of Sunrise Highway, have access to the N80 bus (which turns onto Park Boulevard from Sunrise Highway, then onto Merrick Road). Regardless of available bus service in the train station environs, pedestrians boarding the south-bound bus still face the formidable task of crossing Sunrise Highway. As mentioned earlier this poses a major impediment to pedestrians, particularly those physically challenged.

¹⁰ Profile of Selected Housing, Demographic, Social, Economic Characteristics: 2000” [US Census Bureau](#), 2000



MTA Long Island Rail Road
Massapequa Park
 Official Timetables
 Effective November 14 - December 11, 2005

Weekday Schedule

Peak: Departing Massapequa Pk. (AM)	Arrive Jamaica	Arrive Flatbush Avenue	Arrive Penn Station
5:13	5:50	6:17	6:08
5:30	6:09	6:32	6:29
5:59	6:32	7:03	6:55
6:14	6:48	7:08	7:08
6:27	7:02	7:23	7:22
6:28	7:08	7:27	7:34
6:43	-----	-----	7:37
6:59	7:35	7:54	8:00
7:11	-----	-----	8:08
7:24	7:57	8:25	8:20
7:49	8:23	8:43	8:42
7:51	8:23	8:51	8:48
8:01	-----	-----	8:56
8:16	8:50	9:10	9:11
8:30	9:08	9:26	9:31
8:50	9:28	9:50	9:50

Peak: Departing Penn Station (PM)	Peak: Departing Flatbush	Peak: Departing Jamaica	Arrive Massapequa Pk.
4:12	-----	-----	5:05
4:15	4:16	4:37	5:14
4:34	-----	-----	5:25
4:32	4:39	4:59	5:38
4:52	-----	-----	5:41
4:54	4:56	5:16	5:56
5:13	5:11	5:34	6:05
5:23	5:23	5:44	6:22
5:36	-----	-----	6:26
5:38	5:45	6:05	6:42
5:59	-----	-----	6:47
5:51	6:07	6:27	7:06
6:33	6:27	6:54	7:21
6:46	6:42	7:08	7:46
7:09	7:06	7:29	8:06
7:39	7:35	7:59	8:37



MTA LI Bus AM and PM Peak Hour Headways
Vicinity of Massapequa Park LIRR Station
 (peak hours = AM: 6:00 -10:00/ PM: 4:00-7:00)

N54/55 Sunrise Highway and Park Boulevard
 (September 4, 2005 Schedule)

To Sunrise Mall	To Hempstead
6:54 AM	6:17AM
7:01 AM	6:37 AM
7:39 AM	7:02 AM
8:07 AM	7:29 AM
8:37 AM	7:47 AM
9:02AM	8:13 AM
9:27AM	8:46AM
9:47 AM	9:16 AM
4:07 PM	9:46AM
4:37 PM	4:06PM
5:07 PM	4:26PM
5:37 PM	4:46PM
6:07 PM	5:16PM
6:47 PM	5:48PM
	6:16PM
	6:46PM

N81 Sunrise Highway and Park Boulevard
 (September 4, 2005 Schedule)

To Hicksville	To Sunrise Mall
7:23AM	7:17 AM
9:22AM	8:13 AM
4:12PM	9:07 AM
5:23PM	4:14 PM
6:30 PM	5:29PM

N80 Sunrise Highway and Park Boulevard

(June 26, 2005 Schedule)*

To Hicksville	Sunrise Mall
8:39AM	8:40 AM
9:56AM	9:38 AM
4:12PM	5:32PM
5:52PM	6:47PM

* Current Schedule as of 1/06

<u>Bus/To</u>	<u>Primary Travel Corridor(s)</u>	<u>Pk Hr Srvce</u>	<u>Weekend Service</u>	<u>Weekday Hours</u>
N54: Amityville	Jerusalem Avenue	25 minutes	Saturday Service	6:25 AM - 8:01 PM
N55: Sunrise Mall	Jerusalem Avenue	25 minutes	Saturday & Sunday	7:30 AM - 10:20 PM
N81: Sunrise Mall	Broadway / Stewart Avenue	30 minutes	Saturday Service	6:30 AM - 6:54 PM
N80: Sunrise Mall	Hicksville Road	30 minutes	Saturday Service	8:08 AM - 7:59 PM

Average Annual Daily Traffic (AADT) Count Sunrise Highway (Rte. 27)¹¹

Location	AADT	Year
Sunrise Highway/Park Blvd.	53,354	2002

¹¹ Nassau County Planning Commission, "Roadway Inventory Report," 2004

Attachments

- A- Parking, Bus and Taxi Information, Massapequa Park Station,” Long Island Rail Road, 2005
- B- “Commuter Parking Availability,” Incorporated Village of Massapequa Park, 2005
- C- “Profile of Selected Housing, Demographic, Social, Economic Characteristics: 2000” US Census Bureau, 2000

Maps

- 1- Massapequa Park Station 1/4 Mile and 1/2 Mile Radius Aerial View of Massapequa Park Station
- 2- Massapequa Park LIRR Station Environs/Parking Lots (numbered)
- 3- Land Use Plan, Village of Massapequa Park

References

1998 Long Island Ridership Book

“Commuter Parking Availability,” Incorporated Village of Massapequa Park, 2005

Downtown Massapequa Park Parking Lots (numbered) - Google

The Incorporated Village of Massapequa Park Resident Handbook, 2005

Land Use Plan, Village of Massapequa Park

Massapequa Park Station Environs – GIS, Nassau County, 2005

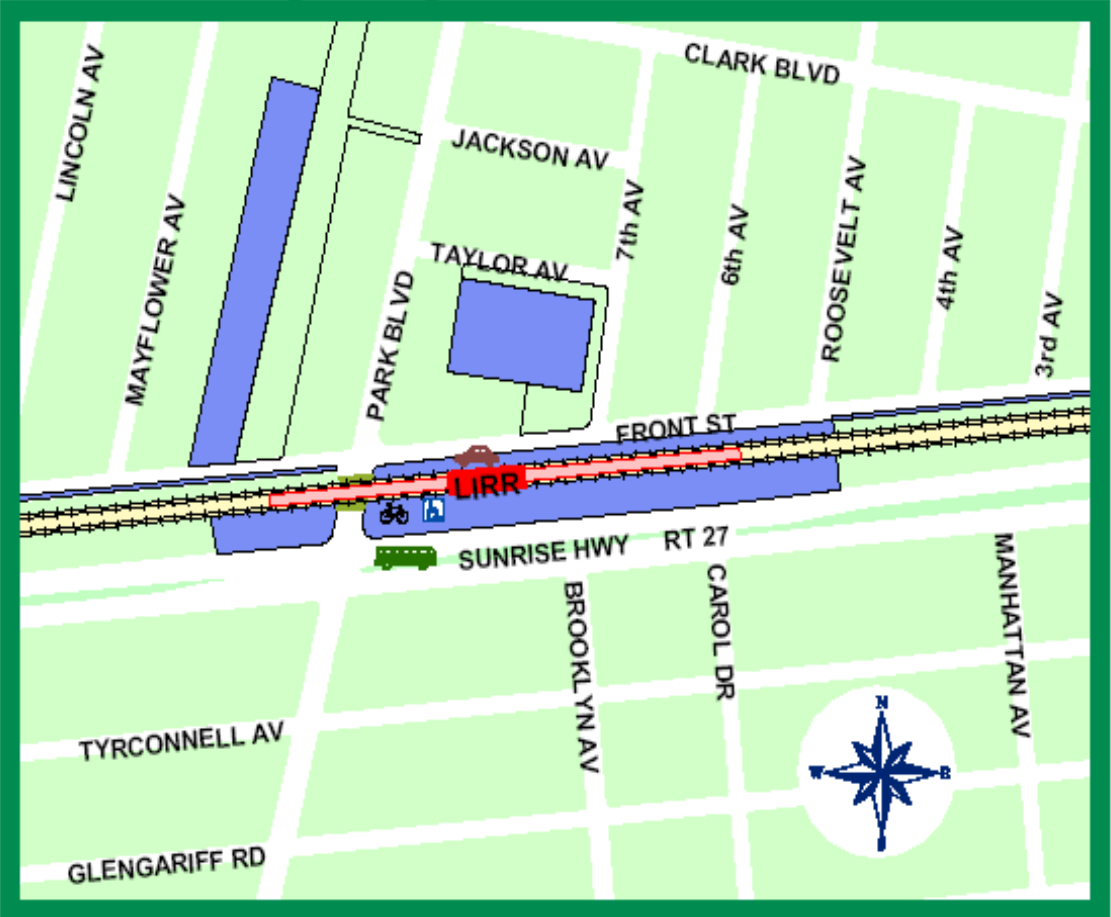
“Roadway Inventory Report,” Nassau County Planning Commission, 2004

“Parking, Bus and Taxi Information, Massapequa Park Station,” Long Island Rail Road, 2005

“Profile of Selected Housing, Demographic, Social, Economic Characteristics: 2000” US Census Bureau, 2000

Station Design Guidelines, Long Island Rail Road, 1995


Parking, Bus and Taxi Information Massapequa Park Station





MAP LEGEND

 Station

Parking:

 All parking areas require a resident or non-resident permit issued by the Village of Massapequa Park. Massapequa Park residents may obtain a one-day permit in lieu of an annual permit.


 ADA Parking  Bike Rack  Bike Locker

Bus Routes

LI Bus, 518-228-4000

N54/N55, Hempstead to Amityville

N80/81, Hicksville to Massapequa Park/Sunrise Mall

 Taxis - 516-541-1212

PARKING FACILITY INFORMATION

The Village of Massapequa Park is responsible for snow removal, maintenance, the issuance of parking permits and all other parking issues at the Massapequa Park LIRR station. For snow removal, maintenance, parking permits or other parking information call 516-798-0244

LIRR STATION INFORMATION

The LIRR is responsible for snow removal, cleanliness and maintenance of the station building, ticket office, waiting areas, platforms and tracks.

To report a problem at the station, call:

Branch Line Manager John Vitiello, 718-558-8228

Travel Information, Schedules and Fares, 516-822-LIRR

**Incorporated Village of
Massapequa Park
Commuter Parking Availability**

Parking Lot One

Handicap	17
Merchant	28
Three Hour	242
Village	0
Commuter	252
-Sub Total	539

Parking Lot Two

Handicap	5
Merchant	40
Three Hour	61
Village	14
Commuter	110
-Sub Total	230

Railroad Parking East

(aka Parking Lot Six)

Handicap	7
MTA	3
NC Police	4
Commuter	193
-Sub Total	207

Railroad Parking West

(aka Parking Lot Six)

Handicap	0
Commuter	64
-Sub Total	64

Combined

Handicap	29
Merchant	68
Three Hour	303
Village	14
Commuter	619
MTA	3
NC Police	4
-TOTAL	1040

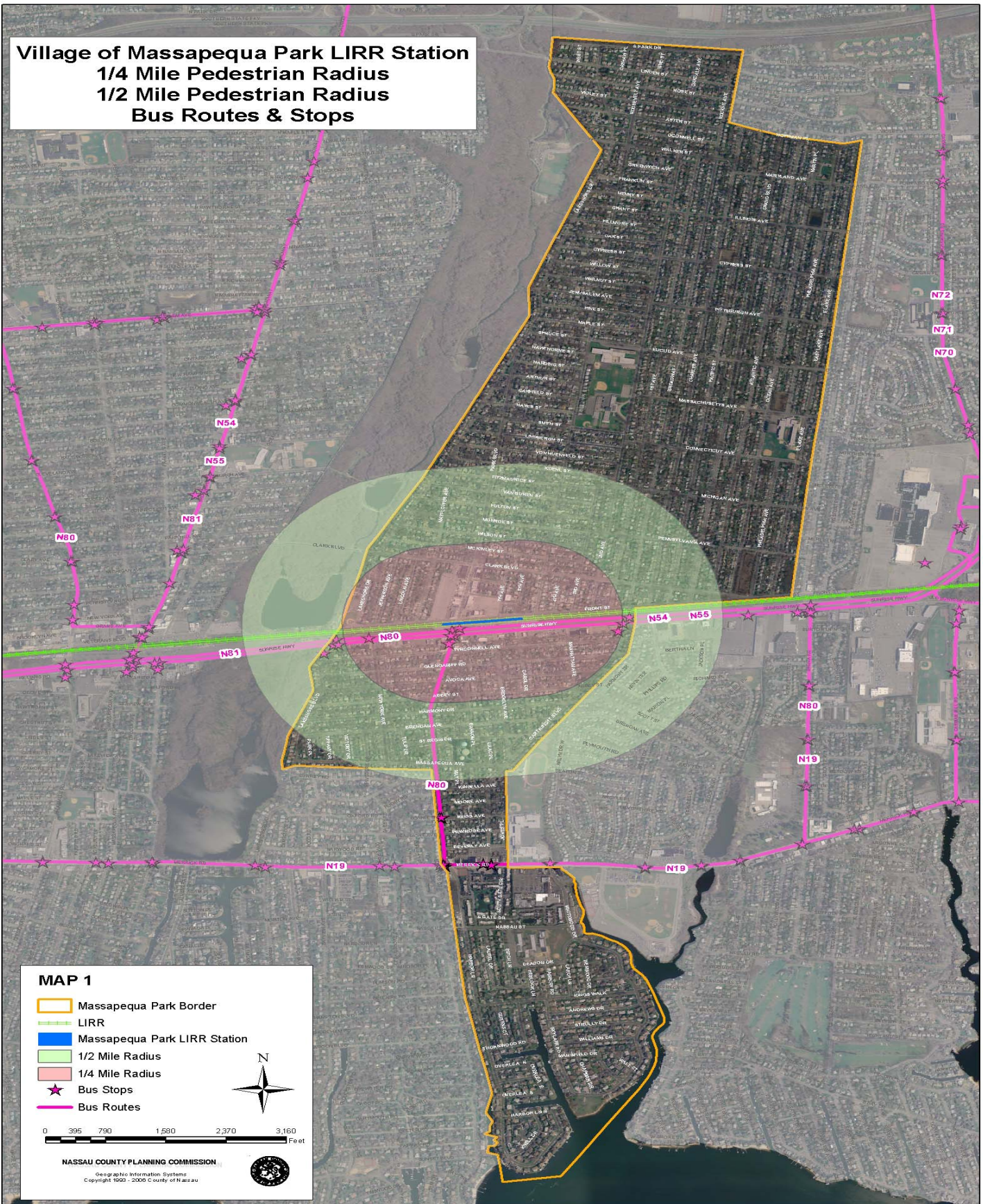
Massapequa Park Village, New York
Census 2000 Demographic Profile Highlights:

General Characteristics -	Number	Percent	U.S.
Total population	17,499		
Male	8,516	48.7	49.1%
Female	8,983	51.3	50.9%
Median age (years)	39.2	(X)	35.3
Under 5 years	1,282	7.3	6.8%
18 years and over	13,073	74.7	74.3%
65 years and over	2,798	16.0	12.4%
One race	17,400	99.4	97.6%
White	17,039	97.4	75.1%
Black or African American	38	0.2	12.3%
American Indian and Alaska Native	4	0.0	0.9%
Asian	246	1.4	3.6%
Native Hawaiian and Other Pacific Islander	4	0.0	0.1%
Some other race	69	0.4	5.5%
Two or more races	99	0.6	2.4%
Hispanic or Latino (of any race)	525	3.0	12.5%
Household population	17,486	99.9	97.2%
Group quarters population	13	0.1	2.8%
Average household size	3.03	(X)	2.59
Average family size	3.32	(X)	3.14
Total housing units	5,809		
Occupied housing units	5,762	99.2	91.0%
Owner-occupied housing units	5,564	96.6	66.2%
Renter-occupied housing units	198	3.4	33.8%
Vacant housing units	47	0.8	9.0%
Social Characteristics -	Number	Percent	U.S.
Population 25 years and over	12,004		
High school graduate or higher	11,094	92.4	80.4%
Bachelor's degree or higher	3,781	31.5	24.4%
Civilian veterans (civilian population 18 years and over)	1,881	14.3	12.7%
Disability status (population 5 years and over)	1,800	11.1	19.3%
Foreign born	973	5.6	11.1%
Male, Now married, except separated (population 15 years and over)	4,548	69.9	56.7%
Female, Now married, except separated (population 15 years and over)	4,650	64.3	52.1%
Speak a language other than English at home (population 5 years and over)	1,501	9.3	17.9%
Economic Characteristics -	Number	Percent	U.S.
In labor force (population 16 years and over)	8,396	62.2	63.9%
Mean travel time to work in minutes (workers 16 years and over)	37.2	(X)	25.5
Median household income in 1999 (dollars)	79,403	(X)	41,994
Median family income in 1999 (dollars)	86,177	(X)	50,046
Per capita income in 1999 (dollars)	29,781	(X)	21,587
Families below poverty level	49	1.0	9.2%
Individuals below poverty level	247	1.4	12.4%
Housing Characteristics -	Number	Percent	U.S.
Single-family owner-occupied homes	5,352		
Median value (dollars)	235,700	(X)	119,600
Median of selected monthly owner costs	(X)	(X)	
With a mortgage (dollars)	1,732	(X)	1,088
Not mortgaged (dollars)	656	(X)	295

(X) Not applicable.

Source: U.S. Census Bureau, Summary File 1 (SF 1) and Summary File 3 (SF 3)

**Village of Massapequa Park LIRR Station
1/4 Mile Pedestrian Radius
1/2 Mile Pedestrian Radius
Bus Routes & Stops**



MAP 2

- Study Area Boundary
- LIRR Massapequa Park Station
- LIRR
- Village Parking Lots

0 40 80 160 240 320 Feet

NASSAU COUNTY PLANNING COMMISSION



Geographic Information Systems
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Massapequa Park Village Station Environs & Parking Facilities

