



CHILD SAFETY ZONE STUDY

PROVIDED FOR THE
EAST ISLIP UNION FREE SCHOOL DISTRICT

MARCH 2025

PREPARED UNDER THE CHILD SAFETY ZONE GUIDELINES
FROM NEW YORK STATE EDUCATION DEPARTMENT

BY EASTERN SUFFOLK BOCES
TRANSPORTATION DEPARTMENT

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INTRODUCTION

This report contains the results of a Child Safety Zone Study performed on behalf of the East Islip Union Free School District (UFSD) to ensure the safety of students walking to and from school. The study was conducted of routes walked by students who walk from 2 addresses in East Islip to the East Islip Middle School and the East Islip High School and back. These routes include walking through the neighborhood between Craig B. Gariepy Avenue and Jefferson Street and on a pedestrian bridge over Sunrise Highway.

The main safety hazards that may be encountered by students who walk to and from school can include a high volume of traffic on a four-lane highway, a residential street with a significant amount of traffic, and a residential street crossing with no more than a one-sided stop sign. Additional safety hazards that are considered in a Child Safety Zone Study include long distances for students to walk along roads without a sidewalk or shoulder, railway crossings with a high volume of trains, a high density of vacant buildings, or a high incident of violent crimes.

The Child Safety Transportation Act of 1992 (Chapters 69 and 403 of the Laws of 1992) allows school districts to transport students for distances less than the minimum transportation eligibility mileage established for other areas of the school district if significant safety hazards exist for students that walk to school. Many of the students of the East Islip Union Free School District are currently provided bus transportation. The exception are those students who live within the mileage limits of 1 mile from school for 4- 6 graders and 1.5 miles from school for 7-12 graders. The Transportation Act guidelines for a Child Safety Zone were developed in consultation with the New York State Education Department (NYSED), the Department of Motor Vehicles and the Division of State Police in order to identify conditions under which walking to and from school may endanger the safety of students. Using these guidelines, school districts can authorize the establishment of a Child Safety Zone (CSZ) for the transportation of students that is less than the State's current minimum transportation eligibility limits of 2 miles for grades K-8 and 3 miles for grades 9-12, and the additional costs may qualify for Transportation Aid.

What Is A Child Safety Zone?

A Child Safety Zone (CSZ) is defined by NYSED as a designated area within a school district, including at least one personal residence, within which children who reside at a lesser distance from school than the current minimum transportation eligibility limits may be provided transportation on the basis that their most direct walking route to school will traverse a hazardous zone.

There are **five** basic categories of hazard types students may encounter while walking to school.

Hazard Types:

- Highways without sidewalks or adequate shoulders

- Highway intersections

- Highway-railroad grade crossings

High density of vacant buildings or structures

High incident of violent crimes

The Transportation Act guidelines identify factors i.e. “hazard situations’ within each of these types of hazards. These hazard situations are each assigned points which are added together to determine if a hazardous zone exists. If the total points equal or exceed an established number of points known as Qualifying Points, then the school district may choose to create a Child Safety Zone. Once designated as a Child Safety Zone, transportation may be provided to ensure the safety of students who reside at a lesser distance from the school than the district’s minimum transportation eligibility limits. The point system assessment tool 191.8, Analysis Sheet for Determining a Child Safety Zone is utilized to assess points to each of the five hazards listed above to then determine if a Child Safety Zone exists.

Qualifying Points

The total number of points that are required to establish a Child Safety Zone are referred to as Qualifying Points. Total number of Qualifying Points required to establish an area as a Child Safety Zone and potentially qualify applicable students for transportation are listed below:

Grades K - 8 with 1 Single Hazard: 12 POINTS

Grades K - 8 with 2 Greatest Hazards: 21 POINTS

Grades 9 - 12 with 1 Single Hazard: 15 POINTS

Grades 9 - 12 with 2 Greatest Hazards: 27 POINTS

Based on the above chart:

The Qualifying Points of 12 for a single hazard would qualify an area as a Child Safety Zone for Grades K – 8 and 15 points for a single hazard for students in Grades 9 - 12.

If the one Greatest (Single) Hazard doesn’t qualify for a Child Safety Zone, a sum of the two Greatest (Single) Hazards may be added together to determine if they equal or exceed the maximum Qualifying Points for the 2 Greatest Hazards. The Qualifying Points for the 2 Greatest Hazards is 21 points for students in Grades K – 8 and 27 points for students in Grades 9 – 12. If the points for the 2 Greatest Hazards totaled meet or exceed these points then that would qualify that area as a Child Safety Zone and districts may provide transportation.

Assigning Points to Hazard Types (Form 191.8, Analysis Sheets for Determining a Child Safety Zone)

A Child Safety Zone is established through the use of a point system which assigns point to various hazards, in accordance with New York State Education Department of Transportation Regulations. A study of potential Child Safety Zones begins with the completion of Form 191.8, Analysis Sheet for Determining a Child Safety Zone.

As mentioned above there are **five** specific hazard types that are used to determine if a Child Safety Zone exists or if it is safe for a student to walk to school. Within each of the five hazard types, individual “hazard situations” are assigned points to come to a total number of points for each of the five single hazard types. The greater the potential danger, the more points are assessed. The total of these points is then compared to the Qualifying Points to determine if a Child Safety Zone exists.

The number of points assigned to each hazard situation is detailed in the hazard situations 1 – 8 below.

The points to determine the Hazard Type “Walking Along a Highway Without Sidewalks or Inadequate Shoulders” are calculated based on Hazard Situations 1-3:

Hazard Situation 1:

Location on a Highway without Sidewalks or Adequate Shoulders. The longer the distance walked along a stretch of road without a shoulder or sidewalk, the greater the points

- If a road has a shoulder of 5 feet wide or more, no points are assigned.
- If a shoulder is less than 5 feet wide, 1 point is assigned for every 500 feet a student needs to walk along that portion of the road.
- More than 500 feet, another point is assessed.
- Another road without a 5-foot-wide shoulder and another point is assessed.
- Where there is no shoulder, 1 point is assessed for every 300 feet and each additional road.
- Roadways at a narrow bridge or overpass are also assessed 1 point for every 25 feet.

Hazard Situation 2:

Volume of traffic is a review of the quantity of traffic along the roadway being walked, which is classified into three categories based on 15-minute periods of time.

- Less than 50 vehicles during that time period receive 1 point.
- Between 50 and 100 vehicles during a 15-minute interval receives 2 points.
- Any volume over 100 vehicles receives 5 points.

Hazard Situation 3:

Speed of vehicles on a roadway being walked.

- No points are assessed for vehicles traveling 30 MPH.
- 1 point is assessed for vehicles traveling 40 MPH,
- 2 points are assessed for vehicles traveling 45 MPH,
- 3 points are assessed for vehicles traveling 50 MPH,
- 4 points are assessed for vehicles traveling 55 MPH.
- Each category may be multiplied by the number of lanes of traffic, up to a maximum of 4 lanes.

X is the Total Points (Line 1 + Line 2 + Line 3) for the hazard: Highways without Sidewalks or Inadequate Shoulders. If X is 12 or greater, this single hazard could qualify this as a CSZ and could qualify for transportation for students in Grades K – 8. If X is 15 or greater, this single hazard could qualify for transportation for students in Grades 9 – 12.

The points to determine the hazard of Highway Intersections are calculated in Hazard Situation 4-6.

Hazard Situation 4:

Traffic controls on the roadway being crossed. The number of lanes of traffic is used as a multiplier. Points are assigned for crossing a multi-lane road without traffic controls such as a traffic light, pedestrian device, crossing guard or other safety measure

- Roadways without traffic controls are assigned 3 points per lane, multiplied by up to as many as 4 lanes.
- A stop sign or traffic signal without pedestrian walk lights is assigned 2 points per lane.
- A traffic signal with pedestrian walk lights is assigned 1 point per lane.
- All way stop signs, adult crossing guard, or pedestrian overpass/underpass is assigned 0 points.

Hazard Situation 5:

Volume of traffic along a highway being crossed by students. This is classified into three categories based on 15-minute periods of time.

- Less than 50 vehicles crossing during the 15- minute interval receive 1 point.
- Between 50 and 100 vehicles crossing during the 15- minute interval receive 2 points.
- Any volume over 100 vehicles crossing during the 15- minute interval receive 5 points.
- This is similar to Hazard Situation 2 above.

Hazard Situation 6:

Speed of vehicles on a highway being crossed by students. The number of lanes is used as a multiplier.

- No points are assessed for vehicles traveling less than 40 MPH,
- 1 point is assessed for vehicles traveling 40 MPH,
- 2 points are assessed for vehicles traveling for 45 MPH,
- 3 points are assessed for vehicles traveling for 50 MPH,
- 4 points are assessed for vehicles traveling for 55 MPH.
- Each category may be multiplied by the number of lanes of traffic, up to a maximum of 4 lanes. This is similar to Hazard Situation 3 above.

Y is the Total Points (Line 4 + Line 5 + Line 6) for the hazard: Highway Intersections. If Y is 12 or greater, this single hazard may qualify for transportation for students in Grades K – 8. If Y is 15 or greater, this single hazard may qualify for transportation for students in Grades 9 – 12.

The points to determine the hazard of Highway-Railroad Grade Crossings are calculated in Hazard Situation 7.

Hazard Situation 7:

Highway-Railroad grade crossings. The more trains that pass along the route walked by students, the more points are assigned. Points are assessed in two different categories based on number of tracks crossed during the normal school crossing period:

- Under category a, 1 or 2 tracks crossed and
 - 0 trains are 0 points;
 - 1 train is 5 points;
 - 2 trains are 9 points;
 - 3 or more trains are 13 points.
- Under category b, 3 or more tracks crossed and
 - 0 trains at 0 points,
 - 1 train is 7 points,
 - 2 trains are 11 points,
 - 3 or more trains are 15 points.

Z is the Total Points from Line 7, A and B for the hazard: Highway-Railroad Grade Crossings. If Z is 12 or greater, this single hazard would qualify as a CSZ and could provide transportation for students in Grades K – 8.

If Z is 15 or greater, this single hazard would qualify as a CSZ and could provide transportation for students in Grades 9 – 12.

The points to determine the hazard of Vacant Buildings are calculated in Hazard Situation 8.**Hazard Situation 8:**

High density of vacant buildings. The number of vacant buildings relative to neighboring areas are a measurement to evaluate a high incidence of violent crimes. Points are added for the hazards of a high density of vacant buildings or structures based upon available local and municipal data. If a county, city, town, village, borough or other municipal entity certifies that the density of vacant buildings on a student's route to school exceeds the local or municipal average for density of vacant buildings, points will be assessed as follows:

- If the student's route exceeds the municipal average this hazard is assigned 12 points.

Hazard situation XX includes 12 points for a high density of vacant buildings. Qualifying points of 12 would qualify as a Child Safety Zone for a single hazard for Grades K-8 and transportation could be provided.

The points to determine the hazard of High Incident of Violent Crime are calculated in Hazard Situation 9.**Hazard Situation 9:**

High Incident of Violent Crime. A high incidence of violent crime is considered a hazard along a student's walking route to school. If a county, city, town, village, borough or other municipal entity certifies that violent crime on a student's route to school exceeds the statewide statistical average for violent crime per 100,000 people then points should be assessed as follows:

- exceeds average by 1 to 24 percentage points, the hazard is assigned 8 points,
- exceeds average by 25 to 49 percentage points, the hazard is assigned 16 points,
- exceeds average by 50 or more percentage points, the hazard is assigned 24 points.

The color-coded map in the Appendix compares various Suffolk County neighborhoods, identifying high crime statistics in red, and orange, yellow and green, with the safest areas shaded in green.

If YY is 12 or greater, this single hazard would qualify as a CSZ and could provide transportation for students in Grades K – 8.

If YY is 15 or greater, this single hazard would qualify as a CSZ and could provide transportation for students in Grades 9 – 12.

Total Points Per Address:

If any one of the single hazards above does not qualify students for transportation, a sum of the two greatest hazards may be evaluated against another set of Qualifying Points i.e. the sum of the two greatest hazards and those minimums are: 21 for students in Grades K – 8 and 27 for students in Grades 9 – 12.

Next Steps After Child Safety Zones Are Identified

Once Child Safety Zones have been identified, what are the next steps that should be taken? First, per NYSED, each completed Form 191.8, Analysis Sheet for Determining a Child Safety Zone, requires certification by the Superintendent that the analysis is accurate and reflects traffic conditions as of the date of the study. Then a determination is to be made as to whether transportation will be provided in the newly identified Child Safety Zones. Child Safety Zone transportation is not required by law. A Board of Education has complete discretion as to whether or not such transportation will be provided. If the Board of Education determines that it is in the best interest of the District to provide transportation, then an analysis needs to be performed to determine if such additional transportation will require additional cost to the District. Voter approval of a separate proposition is required where such transportation will result in an additional cost to the school district.

EAST ISLIP UNION FREE SCHOOL DISTRICT STUDY

Summary of East Islip UFSD Child Safety Zone Study Results

This study was conducted of routes traveled by students who walk to and from the East Islip Middle School or the East Islip High School through neighborhoods that include a pedestrian bridge over Sunrise Highway. Two addresses were selected to review the path traveled by walkers and the situations encountered while walking to and from school.

Based upon the study results, one address reviewed within East Islip UFSD qualifies as a Child Safety Zone for students in Grades K-8 - 110 Jefferson Street. If the one residential address qualifies, all other residences in that neighborhood will also qualify. See table below for study results.

The two greatest safety hazards encountered by students walking from the 110 Jefferson Street address are walking long distances on a roadway without sidewalks or shoulders and crossing through an intersection on a roadway with a high volume of traffic and no traffic control device(s) to stop the flow of traffic for the students walking.

The most concerning safety hazard encountered by students walking from the two addresses reviewed are for students exiting the pedestrian bridge at the southwest intersection of Craig B. Gariepy Avenue and Islip Boulevard. This hazard of having to cross Craig B. Gariepy Avenue, where a high volume of traffic (an average of 100 vehicles in a 15-minute period of time) and no traffic control device (such as a stop sign, crossing guard or pedestrian crossing device to activate a stop light) is present to protect students. Points are assigned for this as the greatest hazard, but fall just short of qualifying for a Child Safety Zone. The district might want to consider a petition for a traffic control device or utilizing a crossing guard to ensure the safety of the students. The areas evaluated did not contain railway crossings (which are located south of the area studied and considered safe), high density of vacant buildings, or high incidents of violent crimes.

The addresses reviewed for the Child Safety Zone Study and the results are as follows:

<u>Student Address</u>	<u>Child Safety Zone</u>	<u>Grade Levels</u>
110 Jefferson Street	Yes	K-8
110 Jefferson Street	No	9-12
29 Conlu Drive West	No	All

Note: See Forms 191.8 Analysis Sheet for Determining a Child Safety Zone (attached)

East Islip UFSD Child Safety Zone Study Data Analysis and Methodology

A study of potential Child Safety Zones begins with the completion of NYSED 191.8, Analysis Sheet for Determining a Child Safety Zone. An Analysis Sheet was completed for both addresses reviewed to assess the total points for all identified hazards. Two district addresses were selected for evaluation, based upon the District's request to review neighborhoods that include the Sunrise Highway pedestrian bridge for students walking to and from East Islip Middle School and East Islip High School. Per NYSED for children to be covered by a child safety zone, they must walk the complete length of the section under analysis. When evaluating a subdivision or neighborhood, the distance may use the closest residence to the school for which all students in the neighborhood must pass as the point to begin calculations. If the residence qualifies, all other residences in the neighborhood will also qualify.

Addresses Analyzed

The two addresses were selected to evaluate in this study:

Address 1: 110 Jefferson Street to East Islip Middle School and East Islip High School

As Academy Avenue is the only northbound access to a path to the pedestrian bridge (other than via Carleton Avenue or Heckscher Spur Drive), an address of 110 Jefferson Street, which is opposite Academy Avenue, was selected to review as this address is in the middle of the block and opposite the pedestrian bridge and students from that area would traverse the bridge to walk to school.

Hazard Type Reviewed - Highways without Sidewalks or Adequate Shoulders:

The route evaluated was Jefferson Street, Academy Avenue, Adams Street East, Sherwood Drive, and Wantagh Avenue up to the pedestrian bridge.

The first hazard situation encountered was "Location on Highway." 9 points were assessed to this portion of the walking route due to roadways with no sidewalks or shoulders for 2,691 feet.

The second hazard situation reviewed for the same route is the "15-minute vehicular count on roadway being walked by students" where the volume of traffic is low - less than 50 vehicles within a 15-minute period of time. Therefore, this hazardous situation qualifies for 1 point.

The third hazard situation is the "speed limit on roadway being walked." The speed limit on this route is 30 mph, and therefore no points are assigned.

Hazard Type Reviewed - Highway Intersections:

The route evaluated was Craig B. Gariepy Avenue at a crosswalk which is encountered after exiting the pedestrian bridge.

The first hazard situation for this route is “traffic on roadway being crossed.” There is “no control” of traffic when crossing Craig B. Gariepy Avenue (i.e. there are no stop signs, pedestrian crossing devices, school crossing signs or guards) to require vehicles to stop at the crosswalk for pedestrians. This lack of traffic control over 2 lanes of roadway qualifies this hazardous situation to be assessed with 6 points.

The second hazard situation is “15-minute vehicular count on roadway being crossed by the students”: There were 103 vehicles in a 15-minute interval and therefore qualifies this situation to be assessed at 5 points.

The third hazard situation is “speed limit on roadway being crossed.” Since the speed limit is 30 mph, no points are assigned.

Hazard Type Reviewed – Highway-Railroad Grade Crossings

The route reviewed did not encounter any highway-railroad grade crossings.

Hazard Type Reviewed – Route with a High Density of Vacant Buildings or Structures

Another hazard situation to assess is vacant buildings relative to neighboring areas. Inquiries were made to various offices within the Town of Islip and Suffolk County for data. The most relevant and recent data was provided by Suffolk County from the 2020 census located in the Appendix. During the Child Safety Study, no vacant housing or commercial properties were observed on the route. No points were assessed for vacant properties.

Hazard Type Reviewed – Route with High Incident of Violent Crime

Another hazard situation reviewed was the existence of a high incidence of violent crime in the area students would encounter while walking to school. The map from Crime Grade Study website (located in the Appendix) shows East Islip as shaded in green which is indicative of “Best Ranked” areas with a low incidence of violent crime. Therefore, 0 points were assessed for this hazard situation.

Summary of Results for 110 Jefferson Street

The total combined points assigned to 110 Jefferson Street is 21 points. The total points for the highest single hazard at this address is 11 points and the sum of the two greatest hazards is 21 points. This address does qualify for a Child Safety Zone for grades K-8 as the number of points assessed met the required number of points for a combined point of two of the greatest hazards for those grades. But grades 9-12 will not qualify for a Child Safety Zone as the combined points of the two greatest hazards would have to be 27 points.

Address 2: 29 Conlu Drive West to East Islip Middle School and East Islip High School

The address of 29 Conlu Drive was selected for review.

Hazard Type Reviewed - Highways without Sidewalks or Adequate Shoulders

The route evaluated was Conlu Drive East, to Wantagh Avenue up to the pedestrian bridge.

The first hazard situation encountered was “Location on Highway.” Since there are no sidewalks or shoulders available on this route, 7 points were assessed based on 1,829 feet.

The second hazard situation reviewed for the same route is the “15-minute vehicular count on roadway being walked by students” where the volume of traffic is low (less than 50 vehicles within a 15-minute period of time.) Therefore, this hazardous situation qualifies for 1 point.

The third hazard situation is the “speed limit on roadway being walked.” The speed limit on this route is 30 mph, and therefore no points are assigned.

Hazard Type Reviewed – Highway Intersections

The first hazard situation for this route is “traffic on roadway being crossed.” There is “no control” of traffic (i.e. there are no stop signs, pedestrian crossing devices, school crossing signs or guards) which would require vehicles to stop at the crosswalk for pedestrians. This lack of traffic control over 2 lanes of traffic qualifies this hazardous situation to be assessed with 6 points.

The second hazard situation is “15-minute vehicular count on roadway being crossed by the students”. There were 103 vehicles in a 15-minute interval and therefore qualifies this situation to be assessed at 5 points.

The third hazard situation is “speed limit on roadway being crossed.” Since the speed limit is 30 mph, no points are assigned.

Hazard Type Reviewed – Highway-Railroad Grade Crossings

The route reviewed did not encounter any highway-railroad grade crossings.

Hazard Type Reviewed – Route with a High Density of Vacant Buildings or Structures

Inquiries were made to various offices within the Town of Islip and Suffolk County for data. The most relevant and recent data was provided by Suffolk County from the 2020 census located in the Appendix. During the Child Safety Study, no vacant housing or commercial properties were observed on the route. No points were assessed for vacant properties.

Hazard Type Reviewed – Route with High Incident of Violent Crime:

Another hazard situation reviewed was the existence of a high incidence of violent crime in the area students would encounter while walking to school. The map from Crime Grade Study website (located in the Appendix) shows East Islip as shaded in green which is indicative of “Best Ranked” areas with a low incidence of violent crime. Therefore, 0 points were assessed for this hazard situation.

Summary of Results for 29 Conlu Drive West

The total points for the highest single hazard at this address is 11 points and the sum of the two greatest hazards is 19 points. This address did not qualify for a Child Safety Zone as the number of points assigned was below the required number of points for a single hazard or for combined points of two of the greatest hazards. The Qualifying Points needed for a Single Hazard would be 12 points for grades K-8 and 15 points for Grades 9-12, or for the two greatest hazards: 21 points for Grades K-8 and 27 points for Grades 9-12 to establish a Child Safety Zone.

Additional Detail of Observations Obtained March 3 and March 5, 2025:

- On the morning of March 3, 2025, no middle school students were observed using the pedestrian bridge. Weather was clear but it was cold as the temperature was in high 20's to low 30's, so students may have been driven to school that day as a significant amount of traffic was observed driving to school. On the afternoon of March 5, 2025, a total of ten students crossed over the bridge - one high school student riding an electric bike, six high school students walked over the bridge as well as three Middle School students walked together over the pedestrian bridge. Weather was cloudy and the temperature was 53 degrees.
- Speed limit is 30 mph on roads observed on the routes walked by students from both of the selected addresses.
- The volume of traffic is high: 167 vehicles within a 15-minute period of time prior to the start of school; medium after the start or dismissal of school: 50-88 vehicles within a 15-minute period and 107 vehicles after dismissal for an average of 103 vehicles.
- No “School Crossing” warning sign, nor traffic stop sign is posted prior to crossing Craig B. Gariepy Avenue. A stop sign is in place for traffic coming from Islip Boulevard to Craig B. Gariepy Avenue crossing and volume of traffic is low. A pedestrian controlled crossing device or a school crossing guard should be established to improve the safety of the crossing.

N.Y. Comp. Codes R. & Regs. title 17 § 191.8

Section 191.8 - Analysis sheet for determining a child safety zone

Date: 3/7/25 Completed by: J Lesnick

110 Jefferson St

Name of School to Which

Qualifying Student(s) is Walking:
East Islip Middle and High School

Address of the School: 100 Redmen St

City: Islip State: NY NY ZIP Code 11752

via Craig B. Gariepy Ave Pedestrian Bridge over Hwy 27 from 110 Jefferson St

POINT DETERMINATION

HAZARD TYPE - Highways Without Sidewalks or Inadequate Shoulders

1. Location on highway (check one): 9 Points

☐ on shoulder \geq five feet wide or sidewalk

☐ on shoulder \leq five feet wide without a sidewalk

☒ on roadway with no shoulder (for 2,691')

☐ on roadway at a narrow bridge or overpass

2. 15 minute vehicular count on roadway being walked by the students: <50 vehicles
..... 1 Points.....

3. Speed limit on roadway being walked: 30mph 0 Points

X. Total Points (Line 1 + Line 2 + Line 3) 10 Points.....

HAZARD TYPE - Highway Intersections

4. Traffic control on roadway being crossed (check one):

Number of lanes of traffic:

2 lanes 6 Points

☒ no control

☐ stop sign or traffic signal w/o ped walk lights

110 Jefferson St

[] traffic signal with ped walk lights

[] all way stop signs, adult crossing guard, or pedestrian overpass/underpass

5. 15 minute vehicular count on roadway being crossed by the students: 103 vehicles
5 Points

6. Speed limit on roadway being crossed: 30 mph 0 Points

.....

Y. Total Points (Line 4 + Line 5 + Line 6) 11 Points

HAZARD TYPE - Highway-Railroad Grade Crossings

7.

a) Number of tracks crossed: 0 Points

b) Number of trains daily during school.. crossing periods: _____

Z. Total Points (Line 7) 0 Points

HAZARD TYPE - High Density of Vacant Bulidings or Structures.

8. Exceeds the local or municipal average 0

XX. Total Points (Line 8) _____

HAZARD TYPE - High Incident of Violent Crime

9. Exceeds statewide average of violent crime _____

YY. Total Points (Line 9) _____

FINDINGS

110 Jefferson St

Single Hazard: (Line X, Y, Z, XX or YY) 11 Points

 Exist for children through grade .

X Does not exist for any school children.

Combination of Hazards: (Line X, Y, Z, XX or YY) 21 Points (Sum of Two Greatest Hazards) X Exist for children through grade K-8 . Does not exist for any school children.....

I hereby certify that the results of the analysis are accurate and reflect traffic conditions as of this date for the location under study.

Date

Signature of School Superintendent.

N.Y. Comp. Codes R. & Regs. Tit. 17 § 191.8

Amended New York State Register October 4, 2023/Volume XLV, Issue 40, eff. 10/4/2023

N.Y. Comp. Codes R. & Regs. title 17 § 191.8

Section 191.8 - Analysis sheet for determining a child safety zone

Date: 3/7/25 Completed by: J Lesnick

29 Conlu Dr West

Name of School to Which

Qualifying Student(s) is Walking:
East Islip Middle and High School

Address of the School: 100 Redmen St

City: Islip State: NY NY ZIP Code 11752

via Craig B. Gariepy Ave Pedestrian Bridge over Hwy 27 from 29 Conlu Dr West

POINT DETERMINATION

HAZARD TYPE - Highways Without Sidewalks or Inadequate Shoulders

1. Location on highway (check one): 7 Points

☐ on shoulder \geq five feet wide or sidewalk

☐ on shoulder \leq five feet wide without a sidewalk

☒ on roadway with no shoulder (for 1,829')

☐ on roadway at a narrow bridge or overpass

2. 15 minute vehicular count on roadway being walked by the students: <50 vehicles
..... 1 Points.....

3. Speed limit on roadway being walked: 30 mph 0 Points

X. Total Points (Line 1 + Line 2 + Line 3) 8 Points.....

HAZARD TYPE - Highway Intersections

4. Traffic control on roadway being crossed (check one):

Number of lanes of traffic:

2 lanes 6 Points

☒ no control

☐ stop sign or traffic signal w/o ped walk lights

[] traffic signal with ped walk lights

[] all way stop signs, adult crossing guard, or pedestrian overpass/underpass

5. 15 minute vehicular count on roadway being crossed by the students: 103 vehicles
5 Points

6. Speed limit on roadway being crossed: 30 mph 0 Points

.....

Y. Total Points (Line 4 + Line 5 + Line 6) 11 Points

HAZARD TYPE - Highway-Railroad Grade Crossings

7.

a) Number of tracks crossed: 0 Points

b) Number of trains daily during school.. crossing periods: _____

Z. Total Points (Line 7) 0 Points

HAZARD TYPE - High Density of Vacant Bulidings or Structures.

8. Exceeds the local or municipal average _____

XX. Total Points (Line 8) 0

HAZARD TYPE - High Incident of Violent Crime

9. Exceeds statewide average of violent crime _____

YY. Total Points (Line 9) 0

FINDINGS

29 Conlu Dr West

Single Hazard: (Line X, Y, Z, XX or YY) 11 Points

 Exist for children through grade .

X Does not exist for any school children.

Combination of Hazards: (Line X, Y, Z, XX or YY) 19 Points (Sum of Two Greatest Hazards) Exist for children through grade . ~~X~~ Does not exist for any school children.....

I hereby certify that the results of the analysis are accurate and reflect traffic conditions as of this date for the location under study.

Date

Signature of School Superintendent.

N.Y. Comp. Codes R. & Regs. Tit. 17 § 191.8

Amended New York State Register October 4, 2023/Volume XLV, Issue 40, eff. 10/4/2023

DISTRICT DATA

SCHOOL BELL TIMES

EIHS 7:06 – 1:47

EIMS 7:54 – 2:32

DISTRICT MILEAGE LIMITS to school property. (For HS and MS, is the fenced in area at Craig B Gariepy Avenue at Roslyn St.)

GRADES	DISTANCE
K-3	0.5 MILES
4-6	1.0 MILES
7-12	1.5 MILES

TRAFFIC VOLUME

Craig B Gariepy Avenue at Islip Boulevard

3/3/25

7:40-7:55 AM 167

7:55-8:10 AM 88

8:10-8:25 AM 55

Total AM avg: 103

3/5/25

1:40-1:55 PM 82

1:55-2:10 PM 144

2:10-2:25 PM 71

2:25-2:40 PM 116

2:40-2:55 PM 80

Total PM avg: 99

Total count avg: 100

Islip Boulevard at Craig B Gariepy Avenue

3/3/25

7:40-7:55 AM 16

7:55-8:10 AM 3

8:10-8:25 AM 13

8:25-8:40 AM 11

Total AM avg: 11

3/5/25

1:40-1:55 PM 8

1:55-2:10 PM 3

2:10-2:25 PM 12

2:25-2:40 PM 8

2:40-2:55 PM 5

Total PM avg: 7

Total count avg: 9

Sunrise Highway traffic volume at Craig B Gariepy Avenue, Islip Terrace

Sunrise Highway (Route 27) Eastbound Service Road. Two lanes of traffic. 45 mph Speed Limit.
8 AM Traffic: 269 in 15 mins

Sunrise Highway (Route 27) Eastbound Highway. Three lanes of traffic. 55 mph Speed Limit.
8 AM Traffic: 739 in 15 mins

Sunrise Highway (Route 27) Westbound Highway. Three lanes of traffic. 55 mph Speed Limit.
8 AM Traffic: 935 in 15 mins

Sunrise Highway (Route 27) Westbound Service Road. Two lanes of traffic plus turning lane.
45 mph Speed Limit. 8 AM Traffic: 360 in 15 mins

Petition for a Child Safety Zone

East Islip District has received a petition to establish a child safety zone

Petition for the Designation of a Child Safety Zone

N.Y Comp. Codes R. & Regs. Tit. 17 & 191.6

We the undersigned, request that the Board of Education of the East Islip School District review a request for designating the neighborhood that includes the Sunrise Highway walk over bridge between Craig B. Gariepy Avenue and Jefferson Street as a Child Safety Zone.

Signatures are attached



Gariepy Ave Crossing from Ped Bridge Exit



Ped Bridge Exit from Gariepy Ave



North Pedestrian Bridge exit



Students Entering Pedestrian Bridge



Pedestrian Bridge



Sunrise Eastbound Traffic from Ped Bridge



South Pedestrian Bridge Entrance



East Farmingdale St overpass entrance



Railroad crossing not a concern



East Farmingdale St overpass entrance

APPENDIX

**Total Population, Housing Units, Land Area, and Population Density
2020 Census**

Place Name	Total Population	Housing Units				Land Area (Sq. Mi.)	Pop. Density (Persons Per Sq. Mi.)	Vaca ncy Rank
		Total	Occupied	Vacant	Percent Vacant			
Nassau County	1,395,774	476,732	455,482	21,250	4.46%	284.54	4,905.4	
Glen Cove city	28,365	10,793	10,099	694	6.43%	6.66	4,260.3	
Hempstead town	793,409	260,524	250,261	10,263	3.94%	118.51	6,694.7	
Long Beach city	35,029	16,771	15,360	1,411	8.41%	2.22	15,795.5	
North Hempstead town	237,639	83,729	79,546	4,183	5.00%	53.54	4,438.3	
Oyster Bay town	301,332	104,915	100,216	4,699	4.48%	103.61	2,908.3	
Suffolk County	1,525,920	578,940	516,872	62,068	10.72%	911.17	1,674.7	
East Hampton town	28,385	21,163	11,118	10,045	47.46%	74.33	381.9	1
Shelter Island town	3,253	2,731	1,481	1,250	45.77%	12.20	266.6	2
Southampton town	69,036	42,770	25,806	16,964	39.66%	139.13	496.2	3
Southold town	23,732	15,773	10,010	5,763	36.54%	53.75	441.5	4
Riverhead town	35,902	16,310	13,879	2,431	14.90%	67.40	532.7	5
Shinnecock Reservation	819	349	300	49	14.04%	1.35	607.0	6
Brookhaven town	485,773	178,581	167,187	11,394	6.38%	259.65	1,870.9	7
Islip town	339,938	111,346	105,002	6,344	5.70%	103.20	3,294.1	8
Poospatuck Reservation	436	159	150	9	5.66%	0.11	3,859.4	9
Babylon town	218,223	75,270	71,907	3,363	4.47%	52.26	4,175.5	10
Huntington town	204,127	73,073	70,014	3,059	4.19%	94.04	2,170.7	11
Smithtown town	116,296	41,415	40,018	1,397	3.37%	53.75	2,163.6	12
Saltaire village	113	432	31	401	92.82%	0.23	485.4	1
West Hampton Dunes village	126	271	28	243	89.67%	0.32	389.5	2
Fire Island CDP	777	3,357	393	2,964	88.29%	9.17	84.7	3
Ocean Beach village	153	591	76	515	87.14%	0.14	1,082.6	4
Fishers Island CDP	424	609	180	429	70.44%	4.06	104.5	5
Westhampton Beach village	2,150	2,455	858	1,597	65.05%	2.93	733.5	6
Napeague CDP	368	480	179	301	62.71%	3.68	100.0	7
East Hampton village	1,517	1,774	668	1,106	62.34%	4.77	318.1	8
Montauk CDP	4,318	4,487	1,804	2,683	59.79%	18.49	233.5	9
Wainscott CDP	904	916	386	530	57.86%	6.73	134.3	10
Sagaponack village	770	718	305	413	57.52%	4.41	174.6	11
Quogue village	1,662	1,613	688	925	57.35%	4.19	396.6	12
Bridgehampton CDP	2,953	2,632	1,136	1,496	56.84%	13.01	227.0	13
Amagansett CDP	1,824	1,776	770	1,006	56.64%	6.59	276.9	14
Water Mill CDP	2,506	2,125	958	1,167	54.92%	10.58	236.9	15
Shelter Island Heights CDP	1,601	1,552	761	791	50.97%	5.40	296.6	16
Southampton village	4,550	3,438	1,701	1,737	50.52%	6.74	674.6	17
Dering Harbor village	50	34	17	17	50.00%	0.25	203.5	18
East Marion CDP	1,048	946	494	452	47.78%	2.24	468.2	19
Northwest Harbor CDP	4,637	3,512	1,912	1,600	45.56%	14.47	320.4	20
Shinnecock Hills CDP	2,282	1,537	845	692	45.02%	2.82	808.9	21
Quogue CDP	1,013	625	364	261	41.76%	1.26	805.3	22
Westhampton CDP	3,621	2,206	1,291	915	41.48%	12.66	286.0	23
Orient CDP	999	800	470	330	41.25%	5.13	194.9	24
New Suffolk CDP	403	316	187	129	40.82%	0.56	724.3	25
Sag Harbor village	2,772	2,013	1,202	811	40.29%	1.80	1,536.5	26
North Sea CDP	5,461	3,587	2,158	1,429	39.84%	11.05	494.2	27
Peconic CDP	692	495	300	195	39.39%	3.33	207.9	28
Jamesport CDP	1,609	1,126	689	437	38.81%	4.50	357.8	29
Shelter Island CDP	1,602	1,145	703	442	38.60%	6.56	244.3	30
Southold CDP	6,040	4,222	2,617	1,605	38.02%	10.46	577.2	31
Stony Brook University CDP	10,409	115	72	43	37.39%	1.65	6,312.4	32
Gilgo CDP	185	137	86	51	37.23%	5.01	37.0	33

**Total Population, Housing Units, Land Area, and Population Density
2020 Census**

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		Total	Occupied	Vacant	Percent Vacant			
Tuckahoe CDP	1,505	995	628	367	36.88%	4.07	369.4	34
North Haven village	1,162	732	464	268	36.61%	2.71	428.4	35
Noyack CDP	4,325	2,832	1,797	1,035	36.55%	8.40	515.0	36
Greenport West CDP	2,282	1,658	1,056	602	36.31%	3.21	710.5	37
Baiting Hollow CDP	2,763	1,656	1,081	575	34.72%	5.21	530.3	38
Cutchogue CDP	3,437	2,121	1,400	721	33.99%	9.78	351.5	39
East Hampton North CDP	5,377	2,856	1,889	967	33.86%	5.57	965.1	40
Springs CDP	8,086	4,482	2,973	1,509	33.67%	8.48	953.7	41
Laurel CDP	1,495	800	550	250	31.25%	3.00	498.3	42
East Quogue CDP	5,557	3,104	2,152	952	30.67%	8.71	637.8	43
Centre Island village	407	229	160	69	30.13%	1.09	373.4	44
Mattituck CDP	4,322	2,527	1,805	722	28.57%	8.98	481.2	45
Hampton Bays CDP	15,228	7,879	5,669	2,210	28.05%	12.94	1,177.3	46
Atlantic Beach village	1,707	1,046	763	283	27.06%	0.44	3,886.4	47
Remsenburg-Speonk CDP	3,110	1,644	1,200	444	27.01%	3.60	864.1	48
Greenport village	2,583	1,277	950	327	25.61%	0.95	2,719.3	49
Northville CDP	1,566	813	620	193	23.74%	1.06	1,473.8	50
Asharoken village	592	296	231	65	21.96%	1.42	416.2	51
Point Lookout CDP	1,527	855	668	187	21.87%	0.27	5,633.6	52
Bellport village	2,203	1,170	938	232	19.83%	1.45	1,519.5	53
Shoreham village	561	232	188	44	18.97%	0.45	1,235.6	54
Aquebogue CDP	2,547	1,164	969	195	16.75%	3.80	669.4	55
West Sayville CDP	4,872	2,109	1,765	344	16.31%	1.92	2,538.9	56
Old Bethpage CDP	6,403	2,836	2,390	446	15.73%	4.16	1,537.5	57
Mill Neck village	1,054	414	349	65	15.70%	2.62	403.0	58
East Atlantic Beach CDP	2,101	994	860	134	13.48%	0.31	6,732.7	59
Wading River CDP	7,731	3,223	2,789	434	13.47%	9.78	790.4	60
Lattingtown village	1,881	708	614	94	13.28%	3.75	502.0	61
Flanders CDP	5,098	1,714	1,492	222	12.95%	11.50	443.3	62
Roslyn Harbor village	1,067	379	330	49	12.93%	1.19	896.1	63
Matinecock village	847	323	284	39	12.07%	2.67	317.5	64
Head of the Harbor village	1,520	537	475	62	11.55%	2.81	541.8	65
Eatons Neck CDP	1,334	570	507	63	11.05%	1.00	1,327.8	66
Lido Beach CDP	2,719	1,302	1,161	141	10.83%	1.69	1,606.4	67
Old Westbury village	4,289	1,209	1,080	129	10.67%	8.57	500.3	68
Eastport CDP	2,219	1,015	907	108	10.64%	4.45	498.8	69
Lawrence village	6,809	2,432	2,185	247	10.16%	3.72	1,831.6	70
Mastic Beach CDP	14,199	5,198	4,677	521	10.02%	4.90	2,898.7	71
East Moriches CDP	5,946	2,349	2,120	229	9.75%	5.43	1,095.4	72
Cove Neck village	293	138	125	13	9.42%	1.28	228.2	73
Roslyn village	2,988	1,441	1,309	132	9.16%	0.65	4,631.3	74
Upper Brookville village	1,786	612	557	55	8.99%	4.30	415.5	75
Kings Point village	5,619	1,416	1,293	123	8.69%	3.36	1,672.8	76
Rocky Point CDP	13,633	5,285	4,826	459	8.68%	11.32	1,204.3	77
Old Field village	893	365	334	31	8.49%	2.07	431.5	78
Oyster Bay Cove village	2,265	759	695	64	8.43%	4.18	541.3	79
Long Beach city	35,029	16,771	15,360	1,411	8.41%	2.22	15,795.5	80
North Hills village	5,464	2,500	2,290	210	8.40%	2.76	1,981.9	81
Yaphank CDP	5,974	2,480	2,280	200	8.06%	13.64	437.9	82
Belle Terre village	808	312	287	25	8.01%	0.88	913.2	83
Lake Ronkonkoma CDP	18,619	7,223	6,645	578	8.00%	4.54	4,104.3	84
Riverside CDP	2,882	910	838	72	7.91%	2.65	1,088.9	85
Calverton CDP	5,934	3,016	2,779	237	7.86%	26.22	226.3	86
Greenvale CDP	1,069	373	344	29	7.77%	0.25	4,281.6	87
Northampton CDP	763	246	227	19	7.72%	11.37	67.1	88

**Total Population, Housing Units, Land Area, and Population Density
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		Total	Occupied	Vacant	Percent Vacant			
Setauket	3,986	1,531	1,413	118	7.71%	2.52	1,583.0	89
Lloyd Harbor village	3,571	1,246	1,150	96	7.70%	9.33	382.7	90
Plandome village	1,448	445	411	34	7.64%	0.49	2,940.6	91
Nissequogue village	1,564	625	578	47	7.52%	3.81	410.7	92
Hewlett Neck village	569	161	149	12	7.45%	0.20	2,911.1	93
Bayport CDP	8,609	3,506	3,245	261	7.44%	3.74	2,304.5	94
Russell Gardens village	978	339	314	25	7.37%	0.17	5,632.8	95
Muttontown village	3,512	1,141	1,057	84	7.36%	6.06	579.8	96
Plandome Manor village	793	272	252	20	7.35%	0.54	1,463.9	97
Sound Beach CDP	7,416	2,943	2,728	215	7.31%	1.64	4,531.2	98
Baxter Estates village	991	425	394	31	7.29%	0.18	5,430.7	99
Sands Point village	2,712	947	878	69	7.29%	4.22	642.7	100
Wyandanch CDP	12,990	3,548	3,290	258	7.27%	2.17	5,982.6	101
Woodbury CDP	9,335	3,402	3,155	247	7.26%	5.01	1,864.2	102
Ridge CDP	13,271	6,336	5,877	459	7.24%	13.19	1,006.0	103
Huntington Bay village	1,446	593	552	41	6.91%	1.00	1,448.6	104
Riverhead CDP	14,993	5,763	5,365	398	6.91%	15.09	993.4	105
Island Park village	4,928	1,851	1,725	126	6.81%	0.44	11,080.9	106
Brookhaven CDP	3,330	1,177	1,097	80	6.80%	5.80	574.4	107
Moriches CDP	3,026	1,460	1,361	99	6.78%	2.07	1,460.4	108
Great Neck village	11,145	3,883	3,620	263	6.77%	1.32	8,415.4	109
Saddle Rock Estates CDP	428	139	130	9	6.47%	0.08	5,492.6	110
Glen Cove city	28,365	10,793	10,099	694	6.43%	6.66	4,260.3	111
Bayville village	6,748	2,691	2,518	173	6.43%	1.46	4,636.2	112
Center Moriches CDP	8,046	2,960	2,770	190	6.42%	5.26	1,528.7	113
New Cassel CDP	14,199	3,402	3,185	217	6.38%	1.49	9,508.4	114
Great Neck Plaza village	7,482	3,954	3,702	252	6.37%	0.31	24,025.8	115
Gordon Heights CDP	3,981	1,131	1,059	72	6.37%	1.70	2,336.1	116
Sea Cliff village	5,062	2,086	1,954	132	6.33%	1.11	4,540.6	117
Farmingdale village	8,466	3,868	3,627	241	6.23%	1.09	7,737.4	118
Great Neck Estates village	2,990	937	879	58	6.19%	0.77	3,903.8	119
Hewlett CDP	7,262	2,698	2,532	166	6.15%	0.88	8,246.6	120
Cedarhurst village	7,374	2,413	2,265	148	6.13%	0.67	10,927.8	121
Manorhaven village	6,956	2,699	2,534	165	6.11%	0.47	14,816.2	122
Shirley CDP	26,360	8,782	8,262	520	5.92%	11.31	2,329.9	123
Halesite CDP	2,527	1,099	1,034	65	5.91%	0.89	2,834.5	124
Kensington village	1,226	457	430	27	5.91%	0.25	4,822.3	125
Harbor Hills CDP	562	188	177	11	5.85%	0.12	4,708.1	126
North Amityville CDP	18,643	5,628	5,304	324	5.76%	2.36	7,910.7	127
Laurel Hollow village	1,940	630	594	36	5.71%	2.96	655.9	128
Patchogue village	12,408	5,776	5,456	320	5.54%	2.26	5,489.6	129
Port Washington CDP	16,753	6,269	5,925	344	5.49%	4.20	3,987.8	130
Brookville village	2,939	661	625	36	5.45%	3.95	744.5	131
Hewlett Harbor village	1,290	442	418	24	5.43%	0.72	1,779.8	132
Manhasset CDP	8,176	2,947	2,790	157	5.33%	2.39	3,428.0	133
Locust Valley CDP	3,571	1,339	1,268	71	5.30%	0.91	3,940.3	134
Mineola village	20,800	8,776	8,311	465	5.30%	1.85	11,236.4	135
Melville CDP	19,284	7,777	7,368	409	5.26%	12.11	1,592.3	136
Great River CDP	2,005	842	798	44	5.23%	4.19	479.0	137
Inwood CDP	11,340	3,355	3,180	175	5.22%	1.59	7,110.0	138
Woodmere CDP	18,669	5,485	5,199	286	5.21%	2.58	7,234.4	139
Port Jefferson village	7,962	3,471	3,291	180	5.19%	3.06	2,599.2	140
Coram CDP	40,220	16,060	15,234	826	5.14%	13.83	2,909.0	141
North Bellport CDP	11,900	3,670	3,484	186	5.07%	4.91	2,424.0	142
South Floral Park village	1,741	534	507	27	5.06%	0.10	17,899.1	143

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		Total	Occupied	Vacant	Percent Vacant			
Huntington CDP	19,645	8,341	7,920	421	5.05%	7.64	2,571.4	144
Roslyn Heights CDP	6,747	2,218	2,108	110	4.96%	1.48	4,572.6	145
Uniondale CDP	32,473	8,255	7,850	405	4.91%	5.71	5,685.8	146
Mastic CDP	15,404	4,792	4,557	235	4.90%	3.86	3,990.1	147
Bay Park CDP	2,117	888	845	43	4.84%	0.50	4,217.3	148
Blue Point CDP	5,156	2,132	2,029	103	4.83%	1.80	2,861.8	149
Harbor Isle CDP	1,436	497	473	24	4.83%	0.17	8,234.0	150
Mount Sinai CDP	11,623	4,339	4,131	208	4.79%	6.00	1,937.4	151
Sayville CDP	16,569	6,228	5,935	293	4.70%	5.31	3,118.7	152
Lindenhurst village	27,148	9,712	9,260	452	4.65%	3.75	7,245.4	153
East Rockaway village	10,159	4,000	3,814	186	4.65%	1.02	9,979.1	154
Middle Island CDP	10,546	4,588	4,375	213	4.64%	8.22	1,283.1	155
Northport village	7,347	3,128	2,983	145	4.64%	2.30	3,190.1	156
Selden CDP	21,262	7,167	6,838	329	4.59%	4.55	4,674.1	157
Jericho CDP	14,808	4,818	4,597	221	4.59%	3.96	3,737.6	158
Central Islip CDP	36,714	10,344	9,870	474	4.58%	7.15	5,131.5	159
East Meadow CDP	37,796	12,951	12,361	590	4.56%	6.30	5,996.6	160
East Patchogue CDP	21,580	8,612	8,221	391	4.54%	8.32	2,594.3	161
Bay Shore CDP	29,244	10,126	9,667	459	4.53%	5.68	5,150.2	162
Freeport village	44,472	14,137	13,501	636	4.50%	4.58	9,714.0	163
Oyster Bay CDP	7,049	2,964	2,831	133	4.49%	1.24	5,698.6	164
Roosevelt CDP	18,066	4,441	4,242	199	4.48%	1.77	10,205.2	165
Centerport CDP	5,822	2,272	2,171	101	4.45%	2.21	2,632.4	166
Lake Success village	2,828	858	820	38	4.43%	1.85	1,528.3	167
North Patchogue CDP	6,751	2,421	2,314	107	4.42%	1.97	3,421.6	168
Cold Spring Harbor CDP	3,064	1,020	975	45	4.41%	3.41	898.0	169
Carle Place CDP	5,005	1,908	1,825	83	4.35%	0.96	5,222.8	170
Lynbrook village	20,438	7,798	7,459	339	4.35%	2.01	10,153.8	171
Bethpage CDP	16,658	6,072	5,810	262	4.31%	3.58	4,658.5	172
East Farmingdale CDP	6,617	2,275	2,177	98	4.31%	7.48	885.0	173
Islip Terrace CDP	5,323	1,774	1,698	76	4.28%	1.27	4,179.7	174
Great Neck Gardens CDP	1,268	397	380	17	4.28%	0.18	7,030.3	175
Woodsburgh village	897	306	293	13	4.25%	0.34	2,650.3	176
Copague CDP	23,429	8,024	7,684	340	4.24%	3.09	7,576.7	177
Port Jefferson Station CDP	7,950	2,985	2,859	126	4.22%	2.64	3,010.2	178
Amityville village	9,500	4,015	3,846	169	4.21%	2.06	4,621.4	179
South Hempstead CDP	3,406	1,074	1,029	45	4.19%	0.58	5,889.6	180
East Williston village	2,645	864	828	36	4.17%	0.57	4,651.2	181
Syosset CDP	19,259	6,293	6,033	260	4.13%	4.98	3,871.1	182
Malverne Park Oaks CDP	538	194	186	8	4.12%	0.13	4,138.0	183
Lake Grove village	11,072	4,078	3,910	168	4.12%	2.96	3,746.7	184
Saddle Rock village	989	293	281	12	4.10%	0.25	3,914.3	185
West Babylon CDP	43,213	15,139	14,523	616	4.07%	8.46	5,110.8	186
Oakdale CDP	7,430	3,240	3,109	131	4.04%	3.18	2,338.8	187
Stony Brook CDP	13,467	5,033	4,831	202	4.01%	5.82	2,312.6	188
Babylon village	12,188	4,732	4,544	188	3.97%	2.41	5,055.9	189
Islandia village	3,567	1,087	1,044	43	3.96%	2.21	1,611.2	190
Roslyn Estates village	1,318	407	391	16	3.93%	0.44	3,018.1	191
Thomaston village	2,759	1,024	984	40	3.91%	0.40	6,834.9	192
St. James CDP	13,487	4,921	4,729	192	3.90%	4.56	2,955.2	193
Huntington Station CDP	34,878	10,943	10,517	426	3.89%	5.48	6,369.8	194
Hempstead village	59,169	16,954	16,299	655	3.86%	3.69	16,031.8	195
Glen Head CDP	4,837	1,787	1,718	69	3.86%	1.64	2,944.5	196
North Lindenhurst CDP	12,000	4,016	3,861	155	3.86%	1.93	6,216.0	197
Kings Park CDP	17,085	6,564	6,311	253	3.85%	6.67	2,560.8	198

**Total Population, Housing Units, Land Area, and Population Density
2020 Census**

Place Name	Total Population	Housing Units				Land Area (Sq. Mi.)	Pop. Density (Persons Per Sq. Mi.)	Vacancy Rank
		Total	Occupied	Vacant	Percent Vacant			
Port Washington North village	3,160	1,377	1,324	53	3.85%	0.48	6,602.7	199
Manorville CDP	14,317	5,364	5,159	205	3.82%	25.43	563.0	200
Terryville CDP	11,472	4,006	3,853	153	3.82%	3.15	3,636.4	201
Fort Salonga CDP	9,652	3,430	3,299	131	3.82%	9.49	1,017.0	202
Centereach CDP	30,980	10,405	10,008	397	3.82%	8.91	3,477.5	203
Medford CDP	24,247	8,416	8,095	321	3.81%	10.80	2,245.4	204
Plainview CDP	27,100	9,207	8,861	346	3.76%	5.72	4,734.4	205
Miller Place CDP	11,723	4,157	4,001	156	3.75%	6.55	1,790.0	206
University Gardens CDP	4,358	1,706	1,642	64	3.75%	0.53	8,206.2	207
South Huntington CDP	9,561	3,418	3,290	128	3.74%	3.42	2,799.5	208
Bohemia CDP	9,852	3,720	3,581	139	3.74%	8.61	1,144.9	209
West Bay Shore CDP	4,625	1,809	1,742	67	3.70%	2.18	2,118.3	210
Flower Hill village	4,794	1,529	1,473	56	3.66%	1.61	2,974.0	211
Garden City South CDP	4,119	1,454	1,401	53	3.65%	0.40	10,328.4	212
Elmont CDP	35,265	10,270	9,896	374	3.64%	3.41	10,342.6	213
East Setauket CDP	10,998	4,038	3,891	147	3.64%	6.02	1,826.9	214
Herricks CDP	4,398	1,380	1,330	50	3.62%	0.57	7,676.2	215
Old Brookville village	2,020	718	692	26	3.62%	3.98	507.2	216
Floral Park village	16,172	5,961	5,746	215	3.61%	1.42	11,380.9	217
Dix Hills CDP	26,180	8,315	8,016	299	3.60%	15.75	1,662.3	218
Garden City Park CDP	7,985	2,592	2,499	93	3.59%	0.99	8,044.6	219
Lakeview CDP	6,077	1,625	1,567	58	3.57%	1.00	6,072.4	220
Bellmore CDP	16,297	5,776	5,572	204	3.53%	2.36	6,907.6	221
Baldwin CDP	33,919	11,092	10,702	390	3.52%	4.11	8,244.9	222
West Hempstead CDP	19,835	6,315	6,093	222	3.52%	2.66	7,462.9	223
Smithtown CDP	25,629	8,800	8,495	305	3.47%	11.93	2,148.8	224
Westbury village	15,864	5,265	5,083	182	3.46%	2.34	6,769.2	225
East Northport CDP	20,048	7,246	6,996	250	3.45%	5.15	3,889.2	226
Williston Park village	7,591	2,787	2,691	96	3.44%	0.63	12,121.3	227
North Bay Shore CDP	19,619	4,742	4,579	163	3.44%	3.20	6,137.1	228
New Hyde Park village	10,257	3,376	3,260	116	3.44%	0.85	12,099.0	229
Wheatley Heights CDP	5,140	1,493	1,442	51	3.42%	1.32	3,900.3	230
Barnum Island CDP	2,590	1,062	1,026	36	3.39%	0.87	2,992.6	231
North Valley Stream CDP	18,197	5,638	5,447	191	3.39%	1.86	9,760.5	232
Deer Park CDP	28,837	9,839	9,510	329	3.34%	6.17	4,675.8	233
Albertson CDP	5,220	1,857	1,795	62	3.34%	0.68	7,688.0	234
Valley Stream village	40,634	12,925	12,494	431	3.33%	3.48	11,683.9	235
Seaford CDP	15,251	5,475	5,293	182	3.32%	2.61	5,843.8	236
Brentwood CDP	62,387	14,127	13,658	469	3.32%	10.95	5,697.4	237
East Hills village	7,284	2,294	2,218	76	3.31%	2.28	3,195.8	238
Glenwood Landing CDP	3,948	1,422	1,375	47	3.31%	0.97	4,072.0	239
South Valley Stream CDP	6,386	2,063	1,995	68	3.30%	0.87	7,342.3	240
Rockville Centre village	26,016	9,991	9,669	322	3.22%	3.25	8,002.7	241
Franklin Square CDP	30,903	10,231	9,903	328	3.21%	2.88	10,730.6	242
East Massapequa CDP	19,854	7,112	6,884	228	3.21%	3.38	5,875.7	243
Bellerose Terrace CDP	2,329	692	670	22	3.18%	0.12	18,647.3	244
Searingtown CDP	5,044	1,607	1,556	51	3.17%	0.93	5,413.5	245
North Babylon CDP	17,927	6,430	6,229	201	3.13%	3.30	5,437.6	246
Nesconset CDP	13,207	4,707	4,560	147	3.12%	3.82	3,455.9	247
Greenlawn CDP	13,661	4,669	4,524	145	3.11%	3.83	3,570.8	248
Merrick CDP	22,040	7,672	7,436	236	3.08%	3.98	5,535.9	249
Ronkonkoma CDP	18,955	6,701	6,496	205	3.06%	8.11	2,337.8	250
Manhasset Hills CDP	3,649	1,154	1,119	35	3.03%	0.59	6,171.6	251
East Islip CDP	13,931	4,918	4,769	149	3.03%	3.95	3,525.9	252
Massapequa CDP	21,355	7,375	7,152	223	3.02%	3.56	6,000.7	253

**Total Population, Housing Units, Land Area, and Population Density
2020 Census**

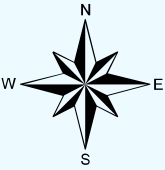
Place Name	Total Population	Housing Units				Land Area (Sq. Mi.)	Pop. Density (Persons Per Sq. Mi.)	Vacancy Rank
		Total	Occupied	Vacant	Percent Vacant			
Elwood CDP	11,426	3,846	3,730	116	3.02%	4.78	2,390.1	254
East Norwich CDP	2,792	998	968	30	3.01%	1.05	2,653.8	255
Islip CDP	18,418	6,605	6,407	198	3.00%	4.75	3,880.5	256
East Shoreham CDP	6,841	2,248	2,181	67	2.98%	5.40	1,267.0	257
Holtsville CDP	18,937	6,646	6,448	198	2.98%	7.11	2,663.9	258
Hicksville CDP	43,869	13,889	13,477	412	2.97%	6.79	6,458.8	259
Oceanside CDP	32,637	11,552	11,212	340	2.94%	4.93	6,620.1	260
Malverne village	8,560	3,159	3,068	91	2.88%	1.06	8,091.2	261
Farmingville CDP	14,983	4,845	4,706	139	2.87%	4.19	3,577.8	262
West Islip CDP	27,048	9,021	8,763	258	2.86%	6.09	4,438.7	263
Levittown CDP	51,758	17,123	16,634	489	2.86%	6.81	7,597.7	264
Salisbury CDP	12,618	4,106	3,989	117	2.85%	1.75	7,229.7	265
Holbrook CDP	26,487	9,714	9,439	275	2.83%	6.88	3,848.2	266
South Farmingdale CDP	14,345	4,902	4,765	137	2.79%	2.19	6,541.9	267
Hewlett Bay Park village	494	144	140	4	2.78%	0.34	1,463.4	268
West Hills CDP	5,385	2,024	1,968	56	2.77%	4.91	1,097.4	269
Hauppauge CDP	20,083	7,384	7,180	204	2.76%	10.21	1,967.7	270
North Merrick CDP	12,238	4,137	4,023	114	2.76%	1.72	7,119.8	271
North New Hyde Park CDP	15,657	5,024	4,887	137	2.73%	1.99	7,863.2	272
Poquott village	903	374	364	10	2.67%	0.44	2,059.5	273
Wantagh CDP	18,613	6,228	6,062	166	2.67%	3.83	4,860.1	274
Plainedge CDP	9,517	2,941	2,863	78	2.65%	1.40	6,778.7	275
Garden City village	23,272	7,715	7,513	202	2.62%	5.33	4,367.7	276
Massapequa Park village	17,109	5,913	5,759	154	2.60%	2.19	7,805.6	277
Stewart Manor village	1,992	709	691	18	2.54%	0.20	9,850.3	278
North Wantagh CDP	11,931	4,282	4,174	108	2.52%	1.90	6,268.6	279
Munsey Park village	2,809	842	821	21	2.49%	0.52	5,442.5	280
Baywood CDP	7,726	2,266	2,210	56	2.47%	2.29	3,380.0	281
Commack CDP	36,536	12,312	12,009	303	2.46%	12.25	2,982.9	282
North Massapequa CDP	17,829	6,103	5,963	140	2.29%	2.99	5,954.6	283
Brightwaters village	3,181	1,160	1,135	25	2.16%	0.97	3,294.3	284
North Bellmore CDP	20,583	6,866	6,723	143	2.08%	2.62	7,855.4	285
North Great River CDP	4,266	1,535	1,505	30	1.95%	2.35	1,813.8	286
Plandome Heights village	1,009	333	327	6	1.80%	0.18	5,582.4	287
Village of the Branch village	1,735	573	563	10	1.75%	0.95	1,826.3	288
Bellerose village	1,173	388	384	4	1.03%	0.13	9,337.1	289
North Lynbrook CDP	747	234	233	1	0.43%	0.09	8,633.4	290
East Garden City CDP								291

Source: U.S. Census Bureau. 2020 Census Redistricting Data (PL 94-171)

Prepared by Suffolk County Department of Economic Development and Planning, William O'Brien, 3/14/2022

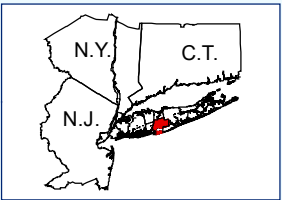
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TOWN OF ISLIP



LAND USE, 2016

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Industrial
- Institutional
- Recreation and Open Space
- Agricultural
- Vacant
- Transportation
- Utilities
- Waste Handling and Management
- Underwater Land

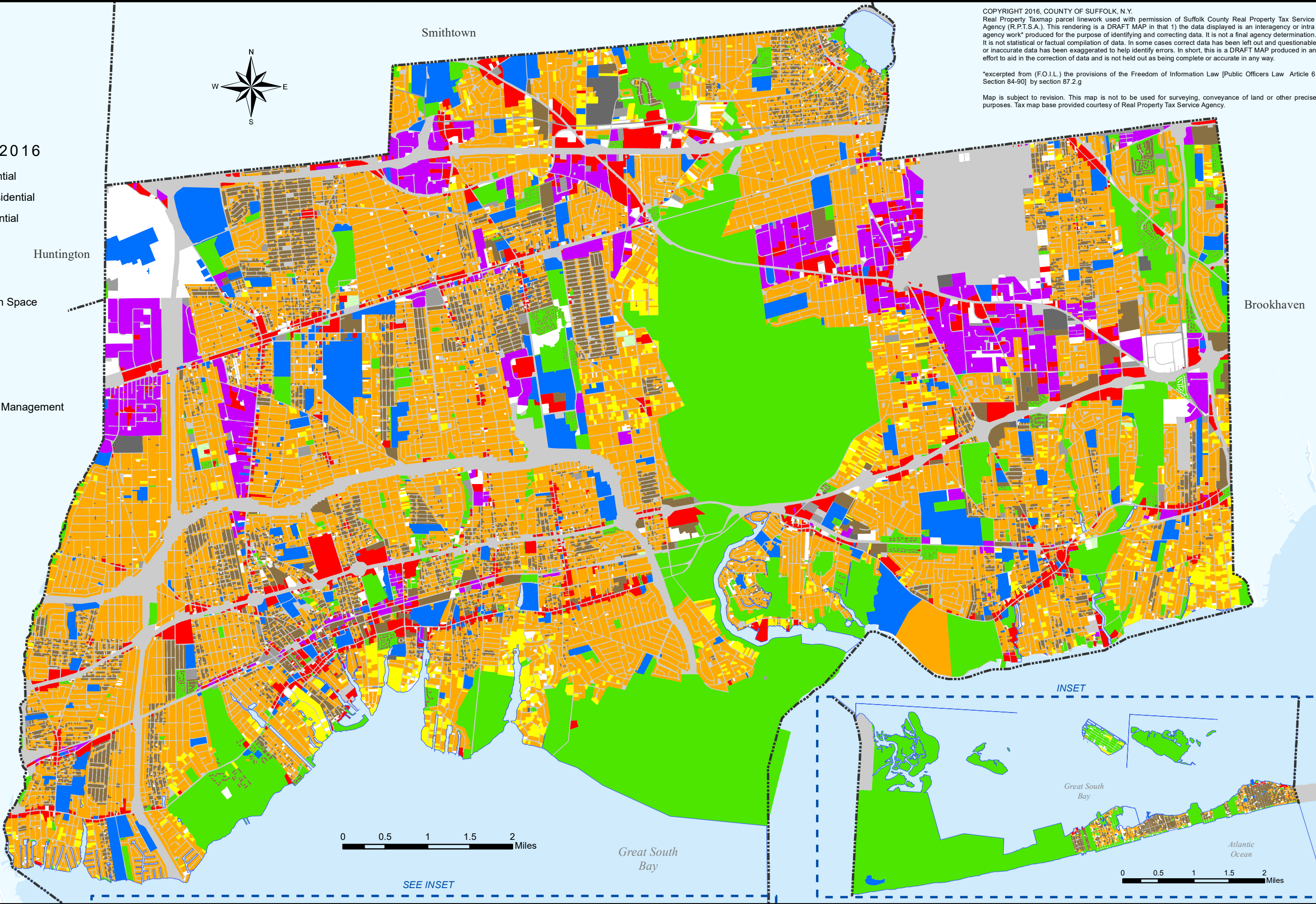


LOCATION MAP

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*excerpted from (F.O.I.L.) the provisions of the Freedom of Information Law [Public Officers Law Article 6 Section 84-90] by section 87.2.g

Map is subject to revision. This map is not to be used for surveying, conveyance of land or other precise purposes. Tax map base provided courtesy of Real Property Tax Service Agency.

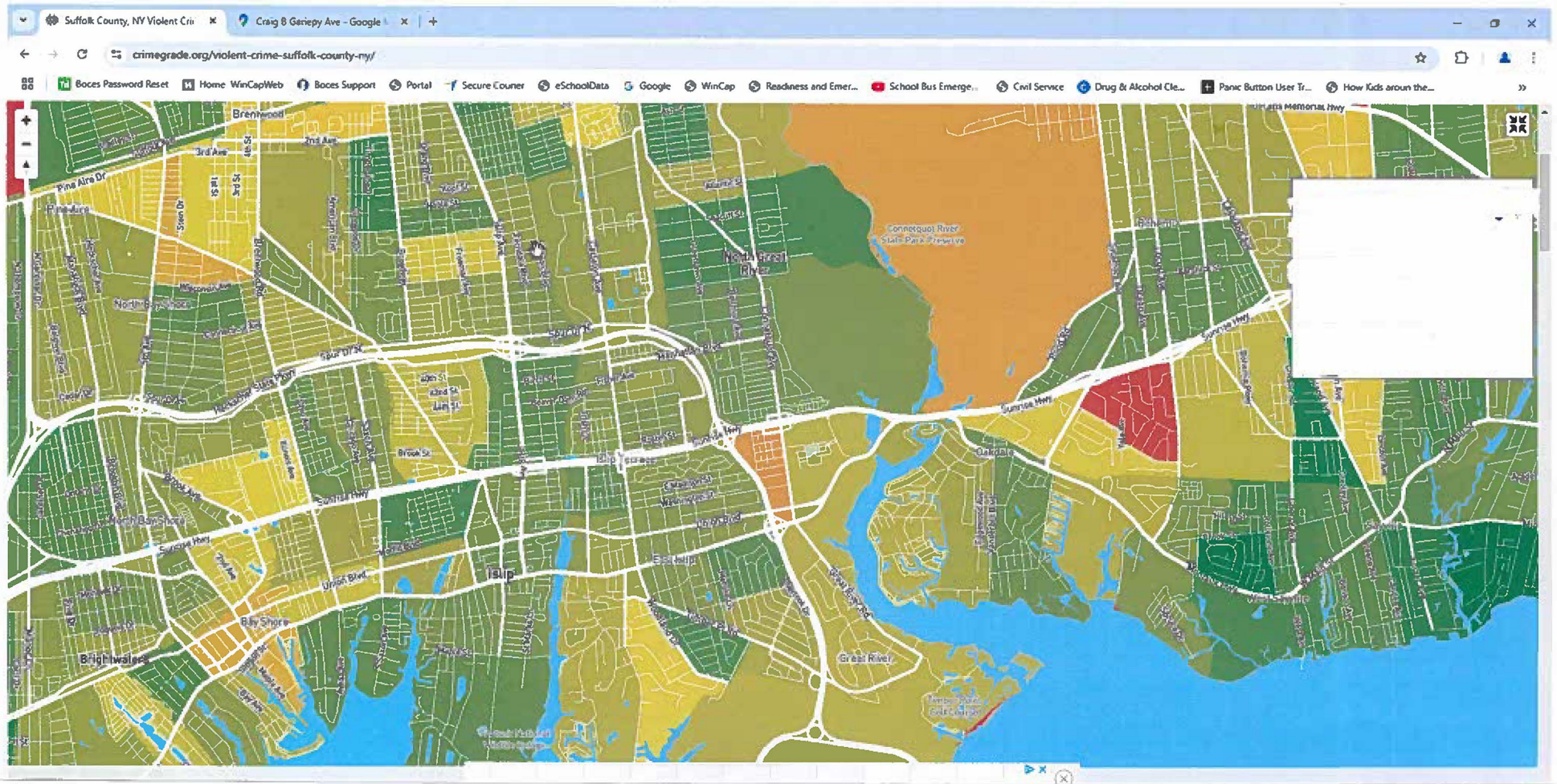


0 0.5 1 1.5 2 Miles

SEE INSET

INSET

0 0.5 1 1.5 2 Miles



Violent Crime Statistics by Neighborhood (crimegrade.org)

Color-Coded Ranking System

RED

Worst Ranked

ORANGE

Not as bad

YELLOW

Better

GREEN

Best Ranked