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Congress of the United States
House of Representatives
Washington, D.C. 20515

January 4, 1984

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ENERGY, DEVELOPMENT AND
APPLICATIONS

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SERVED JAN 10 1984

James A. Laurenson, Chairman
Atomic Safety and Licensing Board
U.S. Nuclear Regulatory Commission
1717 H Street, N.W.
Washington, D.C. 20555

Dear Chairman Laurenson:

I have been contacted by my constituent Mr. Ralph Giallorenzo who has requested that I submit a letter in which he discusses transportation problems on Route 25A in Suffolk County which would result in the event of an evacuation of the area around the Shoreham Nuclear Power Station. I would appreciate the inclusion of Mr. Giallorenzo's comments on aspects of the evacuation issue in the record of the Emergency Planning Proceeding.

Thank you for your cooperation in this matter. I continue to follow all developments related to the emergency planning question with great interest.

With all good wishes, I am

Sincerely yours,

Bill Carney
WILLIAM CARNEY, M.C.

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38 Robinson Street
Shoreham, NY 11786
August 29, 1983

The Honorable Mario Cuomo
Governor of the State of New York
State Capitol
Albany, New York

Dear Governor Cuomo:

On July 20, 1983, I sent you a letter recommending that funds from the proposed transportation bond issue be used to construct the north shore bicycle path in northern Brookhaven, Suffolk County, and for sidewalks on Route 25A. Since these improvements would also help provide transportation in the proposed evacuation plan for the Shoreham nuclear plant, I would like to provide additional information to your task force, who are considering the problems of the plant.

The lack of safe walking and bicycling areas on the main roads of the north shore has never been considered in the formulation of the evacuation plan. Since the Shoreham-Wading River and Rocky Point school districts are closest to the LILCO plant property, those areas would be most affected by any radiation that could leak from the reactor. This effect decreases significantly as the distance from the plant increases. Therefore, being able to walk or bicycle a couple of miles away could make a big difference. For this reason, construction of the bicycle path and sidewalks on Route 25A, and other main town roads, could provide additional transportation routes.

Due to existing road conditions, evacuation of northern Brookhaven requiring travel westward from the nuclear plant would be very difficult, especially in the nearby school districts. Route 25A, the only east-west road, is grossly inadequate and has become known as Long Island's No. One Death Corridor. It suffers from heavy congestion, especially during the summer months when traffic is bumper to bumper. Route 25A is a very narrow and extremely hazardous two lane road, with not enough space for cars, pedestrians and bicyclists. Because of the lack of sidewalks, pedestrians must walk in the hazardous auto lanes at great risk. Bicycling is also unsafe since the shoulder areas are too narrow. These conditions are just as bad on the main town roads that intersect with Route 25A.

If ever an evacuation becomes necessary, thousands of cars would enter 25A from the residential areas. As a result, there will be very little movement on that road, especially during the times when it is already congested with through traffic. It would help if other means of transportation besides the automobile were developed. Since the only available alternatives are walking and bicycling, the following suggestions are offered to make their use possible:

1. The proposed bicycle path on the LILCO right of way from Port Jefferson to Wading River is ideal for transportation because it is adjacent to residential areas, schools, stores and other centers of activity. An eight-foot wide path

would make it usable for both bicyclists and pedestrians. During an evacuation, the students would be able to walk or bicycle to get home during school hours or to assembly areas, since surveys have shown that bus drivers may not be available. It would also be very difficult to operate busses because of the heavy traffic and lack of space on Route 25A.

2. Sidewalks should be installed on 25A in the Shoreham-Wading River and Rocky Point school districts, especially on the north side which contains most of the population. Heavily travelled main roads which intersect with 25A, e.g., North Country Road, Miller Avenue, Randall Road and Hallocks Landing Road, also need sidewalks. Since shoulder areas are also widened several feet when sidewalks are built, a safe place will be provided for bicycling.

3. Adding to the traffic hazards is the fact that most roads on the north shore are almost completely dark because of the lack of street lights. How can an evacuation take place during the dark evening hours, if one cannot see or be seen? Since the town already has a lighting district, it should install lights on Route 25A and on main town roads.

4. We should also consider increasing the capacity of Route 25A. The state is considering widening 25A to four lanes. As a member of the state's advisory committee for 25A, I was informed that this could take many years -- even though its length is only eight miles. Since this will be built in stages, there will be many traffic problems during construction -- which will only add to the problems of evacuation. The state should do the following if it rebuilds Route 25A:

A. The entire length of 25A should be widened at one time and as soon as possible. Funds for its construction should be included in the proposed transportation bond issue.

B. To reduce delays and traffic blockages, the widening should take place on the south side, since that area is mostly undeveloped.

C. The widening should include sidewalks with wide shoulder areas on both sides of the entire length of 25A, with priority given to the Shoreham-Wading River and Rocky Point area as explained in #2, because of their proximity to the plant. Providing safe routes for walking and bicycling also will help relieve some of the congestion.

The cost of these improvements can be shared by government and LILCO. The need for safe walking and bicycling areas should be considered when formulating an evacuation plan. Most affected are those of school age, since walking and bicycling are their chief means of travelling.

Thank you for your attention to this matter.

Respectfully yours,

Ralph J. Giallorenzo, Co-Chairman
Route 25A Traffic Safety Committee