

# Transportation Issues for the UEC

FMW

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Transportation is a very broad topic, and one that can keep the UEC busy for years. Transportation causes pollution and the general cleanliness of campus, and affects the quality of life of the faculty, staff, and students. Among the issues are:

## **Parking:**

This has been a sore point for decades. Perhaps getting back to a new post-CoViD normalcy, with fewer employees working full time on campus, will ameliorate the problem of insufficient parking. But the Admin garage is old and crumbling. And we should not be encouraging single-use car traffic when there are alternatives.

## **Bike path connectivity:**

This is an issue we have taken to the administration, without success yet. The Town bike path from Rocky Point (via Upper Sheep Pasture/University/Daniel Webster) dumps the cyclist out on the Hospital loop road. One can

- turn right and follow the road to Nicolls Rd., where there is neither a pedestrian crossing nor a traffic light trigger on the North side of the intersection. At times when there is little downhill traffic on the HSC loop road, a cyclist needs to cross to the South side and use the traffic light, and then ride against traffic or along the sidewalk to meet up with the Simons bike path. Or
- turn left, and ride against traffic on a road with minimal shoulders, or cross the road through a sunken culvert. Then you can meet the bike path west of the entrance to Vets home, or ride through the HSC parking lot or loading dock to get to West Campus. A better and safer connector is needed.

## **Pedestrian safety:**

This is related to the Bike Path Connectivity issue. Some of us who live immediately east of campus have been known to walk in. There are no sidewalks on the downhill side of the HSC loop road; there is a short stretch of crumbling sidewalk on the uphill side. The shoulders are narrow. Downhill drivers often drive at excessive speeds. Walking to the main entrance to campus, especially at night or in inclement weather, can be perilous.

Students walking to West Campus from the Chapin apartments often walk through the HSC loading dock, because it is the most direct route to West Campus. There are essentially no shoulders. This can also be perilous. To the best of my knowledge the only path from Chapin to West Campus via sidewalks goes along South Dr and Marburger Dr.

**Trains:**

Steve Englebright is still talking about electrifying the PJ branch of the LIRR. This is desperately needed. Better yet would be a second set of tracks, so the LIRR could run a shuttle, like Princeton's "Dinky", back and forth between Port Jefferson Station and Smithtown (or Huntington?). To be useful, it would have to run more frequently than the regular LIRR trains.

**Busses:**

It seems that the Nicolls Rd bus lanes have entered the discussion phase, against vocal community opposition. Frequent shuttles from SBU (the train station, the Admin Circle, the HSC, and South Campus) to the Ronkonkoma LIRR station and MacArthur Airport (terminating at Blue Point Brewery, perhaps?), with a stop at SCCC, could help get people out of their cars. This would enable employees and students who live on the south shore to use the LIRR to Ronkonkoma as part of their commute. It would be important for a northbound bus to meet each LIRR train arriving at Ronkonkoma, and each southbound bus to arrive Ronkonkoma in time to connect with westbound trains.

**Cars:**

They will always be with us, but it is looking hopeful that the internal combustion engine will soon go the way of the horse. The state of New York should invest in more battery chargers. It would be useful to get a presentation on the current useage of/demand for charging stations on campus.

**Traffic flow:**

Traffic often backs up on Circle Drive. This can cause unsafe situations. Heading south from Campus Drive, better cutouts are needed at the bus stops, and traffic should not be required to stop while the bus is loading/unloading (these are college students, not kindergarteners!). All these stops have pedestrian crossings. To the north, there are too many stop signs. One is needed at Gym Road, but the others should be replaced by pedestrain-activated (motion activated?) traffic signals.

There should be a traffic circle where Kenney Dr and Circle Rd meet by Admin.

During times of traffic emergencies, such as when the North Entrance is closed due to icing, or Nicolls Rd is closed, it would be useful to have an emergency exit to the north (Rt 25A). The University should be able to open and use the Road though the LIRR station at Quaker Path.

If LaValle Stadium ever gets expanded, the University will have to think very seriously about how to get all those additional cars on and off campus.

**One success:**

The berm that had blocked visibility of the bike station across from the LIRR station has been cut back, improving safety at that intersection.