



Cornell University Employee Assembly

Cornell Employee Assembly
Minutes of the January 15, 2020 Meeting
12:15-1:30 PM
Physical Science Building 403

I. Call to Order & Roll Call

- a. Chair Howell called the meeting to order at 12:15pm.
- b. *Members Present:* S. Barry, K. Barth, M. Benda, A. Brooks, J. Cooley, J. Creque, H. Depew, J. Duong, B. Goodell, A. Haenlin-Mott, D. Hiner, A. Howell, E. Ivory, R. Lochner, K. LoParco, K. Mahoney, A. McCabe, R. Miegler, A. Miller, E. Miller, M. Newhart, C. Sanzone, K. Supron, J. Townley, C. Wiggers, J. Withers, G. Giambattista, W. Treat
- c. *Members Absent:* T. Chams, B. Fortenberry, J. Michael, H. Sheldon

II. Approval of Minutes

- a. Motion to approve the minutes of the December 18, 2019 – **approved** with no dissent

III. Business of the Day

- a. K. Barth – Cornell Campus Circulator
 - i. K. Barth introduced himself as a the EA Information, Tech Transfer, and Research Representative. He is also the Chair of the UA Campus Infrastructure Committee and the UA Campus Planning Committee Liaison. He is a CIT Desktop Engineer and will have been at Cornell for five years this April. He gave a presentation on the Cornell Campus Circulator System Resolution in the University Assembly (UA). He highlighted the problem of employees having to commute back and forth due to the high cost of living in Ithaca, which also negatively impacts its carbon footprint. HR's Workforce Report showed that 27% of Cornell staff live outside of Tompkins County. He brought up employee-based housing on campus to the Board of Trustees, and highlighted initiatives last year where Maplewood opened leases for staff and faculty. Last year, the areas of housing, community, and well-being were identified by C. Wiggers and Leading Cornell as key pressing areas of concern.
 - ii. K. Barth defined a circulator bus transit as a short-distance, circular, and fixed-route transit that takes riders around a specific area with major destinations. The Campus Circulator idea has been brought up throughout the years. Cornell has enough parking for employees, but it is not physically located in areas where people work and want to be. In the 2019 Employee Priorities Poll, the EA found that "employee health and wellbeing" was the top priority with "parking and transportation" only one response count behind. He stressed that employee health and wellbeing is directly affected by parking and transportation. K. Barth clarified that the resolution is not a technological or logistical solution, but rather to point out the documents and instances that have highlighted how a Campus Circulator system could improve life for everyone on the Ithaca campus. The resolution also requests the Administration prioritize its development and implementation within the next five years and seeks to affirm the commitment of all the Assemblies to the project.
 - iii. K. Barth projected the resolution and highlighted that the "whereas" clauses and the Abstract section convey how the circulator can be beneficial. The Campus Circulator was identified in Cornell's 2018 Parking Optimization Study as a way to reduce the reliance on TCAT large bus traffic through the center of campus. K. Barth also noted pedestrian and bike safety as a priority, and a campus circulator could be a step towards reducing car traffic, parking hunting, and bus traffic on campus. In addition, he stated that TCAT routes are confusing and a solution could be consolidating the routes to areas that make sense and are campus-centric. The current effort is to figure out what they can do with existing resources, which may mean rerouting buses that are

already on campus. K. Barth also pointed to clauses 23, 32, 48, 57, and 60 speaking on the sustainability benefits of the Campus Circulator.

- iv. K. Barth suggested that the Cornell Transportation Department, TCAT and affiliates, and the Cornell Campus Planning Committee are likely to be tasked with the responsibility. Related advisory groups and committees could include the Sustainable Cornell Council – Operations Working Group, the Cornell Assemblies, and the Cornell Sustainability Office.
- v. K. Barth gave an overview of the potential resolution timeline.
 - 1. On November 15, 2019, the executive committees of all the Assemblies were sent the current draft of the Campus Circulator resolution.
 - 2. The resolution is supported by the UA Campus Planning Committee and the UA Campus Infrastructure Committee. It was brought to the UA floor and is currently tabled in the UA.
 - 3. He is looking to build support across the Assemblies, collect feedback, and create a final draft for all the assemblies.
 - 4. He hopes to have all the Assemblies pass the resolution before the end of the 2019-2020 term.
- b. Bridgette Brady and Reed Huegerich – Update on Transportation Activities Since Receiving Recommendations from Studies
 - i. B. Brady noted that K. Barth's efforts are concurrent with programs Transportation is already working on. Support for a Campus Circulator translates into recognition for better inter-campus travel, either through a circulator or alternative options. The Circulator will be one of the most visible but difficult to implement as it would require infrastructure and funding they currently do not have. However, support from the Assemblies may help generate funding.
 - ii. B. Brady gave an update on the Campus Circulator. Cornell has a partnership with TCAT, but also its own system with Campus-to-Campus Bus Service. However, it would be difficult to own and operate an enterprise like the Circulator. Because the Circulator would not connect or integrate with the municipal TCAT system, people would not be able to use it to get off campus and it may disrupt some lives. This issue can also be very political, and Cornell is lucky to have the consolidation with TCAT that it does. B. Brady conveyed that initial phases will include a rerouting of existing services, so people will not immediately see branded Cornell shuttle busses. She hopes they can rename some of the TCAT routes, and perhaps discuss branding in some fashion. TCAT is unable to dedicate new resources to Cornell so it will need to use the existing services. However, TCAT is going through a transit development plan currently and is hiring a consultant to look at optimization and needs.
 - iii. B. Brady gave an update on the Transportation Optimization Study that was largely conducted around parking. Cornell planned very well for the North Campus disruption and has not received many complaints. Part of the parking did shift to central campus, but the rest of the central campus parking lots have and are staying full. They have sensors in parking lots and cameras to communicate to the community whether parking lots are full. Currently, they are working with CUPD to find out what types of video technology can be used. Further ideas to simplify parking include looking at parking permits. Other work being done is a pilot for the Campus Wayfinding Plan currently in the design phase. North Campus will receive a new wayfinding system, from vehicular gateways to pedestrian access. Regarding contracts for Uber and Lyft, they have not gotten around to it too heavily.
 - 1. R. Huegerich added that Cornell is working with Uber and Lyft for Commencement, including areas where cars can and cannot drive and pick up passengers. They would like to get a more formal relationship with them and discuss services, including mobility services for students after dark and emergency rides home. They would like to see something available by the Fall.
 - iv. R. Huegerich gave an overview of the safety initiatives. Reiterating K. Barth's point, there are safety benefits from the Circulator and limiting options for driving on central campus. He explained that Vision Zero is a concept from Sweden in the 1990s striving for reducing the number of traffic-related fatalities to zero. A number of cities have adopted a Vision Zero policy.

While there are no universities who have done so yet, Cornell would like to join this and is partnering with the city. Ithaca Transportation Engineer Eric Hathaway has been leading this effort. R. Huegerich showed statistics of motor vehicle traffic crashes. He noted that speed is a critical part of traffic safety, both from the ability to avoid crashes to the survivability of crashes. The campus speed limit is 30 mph, which is largely limited by state law. They are working with people in Albany, E. Hathaway, and metropolitan planning committees on changing state law to allow for slower speed limits. E. Hathaway has put a team together with a broad range of backgrounds. They are also working on helping launch and support an education campaign for drivers, pedestrians, and cyclists. Transportation will come back to the EA later on with an ask.

c. **Benefits and Policy Committee Chair Election**

- i. A. Howell announced that A. Sieverding had moved on from the EA, and her spot as the Chair of the Benefits and Policy Committee is open. He opened the floor to nominations.
- ii. A. Howell nominated B. Goodell.
 1. Seconded
 2. B. Goodell was **elected** as the Chair of the Benefits and Policy Committee.

IV. Committee Reports

a. **Communications & Awards Committee**

- i. C. Sanzone stated that the committee was unable to meet at the previous time, but is meeting next Wednesday. She is waiting on some prospective vendors for promotional items. C. Sanzone and E. Miller made a request for volunteers.

b. **Employee Education & Development Committee**

- i. M. Benda noted the committee has nothing to report. She hopes to have a meeting next week.

c. **Employee Welfare Committee**

- i. K. Mahoney reported that the committee had a positive meeting with discussion around health benefits and programs and transportation initiatives.

d. **Benefits & Policy Committee**

- i. B. Goodell reported that the meeting was cancelled as it did not have a Chair.

e. **Executive Committee**

- i. H. Depew announced that President Martha Pollack and VP Mary Opperman will be at the next EA Meeting of February 5, 2020. Committee Chairs will provide a report to the President on the work of their committees, goals, and projects. On March 4, 2020, Paul Streeter will present on the budget. On March 18, 2020, there will be a Cornell Constituent-Elected Trustee (CCET) presentation.

f. **Elections Committee**

- i. J. Withers stated she is looking to set up meetings in February for a head start on Spring Elections. She also noted there is a resolution being worked on.

V. New Business

a. **Open Discussion**

- i. G. Giambattista announced that the how CCET candidates will be identified and outreach conducted will be different compared to previous years. EA members will be hearing about how to run for election and how they can encourage their teammates and constituents to run.

VI. Adjournment

- a. Chair Howell adjourned the meeting at 1:30pm.

Respectfully Submitted,

Catherine Tran
Clerk of the Assembly