

# EA R3: Support of the development and implementation of a Cornell Campus Circulator System

**Abstract:** For the past eleven years, a Cornell Campus Circulator System of transportation has been under discussion as a way to improve access to many university functions and to address the continual challenges related to transportation and parking that Cornellians face every day. We propose that a Cornell Campus Circulator System should be included in the Cornell University long term strategic plan, post the COVID19 crisis and related financial issues; it is a general priority and represents what the campus wants and will need in the future.

**Sponsored by:**

*Kristopher Barth*—Information Technology, Tech Transfer, and Research Representative

**Reviewed by:** Employee Welfare Committee, 1/14/2020, 4/23/2020

**Whereas,** the need for a Campus Circulator was identified in the 2008 Campus Master Plan as essential to the efficiency and productivity of Cornell campus which depends on how well Cornell students, faculty, employees, and alumni, as well as guests and visitors can move about the campus; and

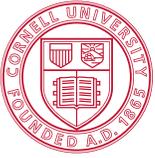
**Whereas,** the 2013 Cornell Climate Action Plan calls for the reduction of fossil-fuel consumption of the Cornell Fleet through alternative-fueled vehicle purchasing and the increased use of mass transportation, leading to the fulfillment of the Carbon Neutrality 2035 goal approved by the Board of Trustees; and

**Whereas,** the 2015 Game Farm Road Athletic Complex Facilities Master Plan requires the improvement and expansion of Cornell's current transportation system to make that complex more accessible to student athletes, coaches, and staff in a timely and safe fashion throughout the day; and

**Whereas,** the need for a 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; to provide more frequent transit to more locations across campus; to increase connectivity and reduce the confusion inherent in current transit options; to reduce the anxiety and challenges around current parking proximity to destination; to reduce the amount of car traffic on campus; and to increase the use of existing available perimeter parking options; and encourage the use of sustainable intra-campus mobility options when on campus; and

**Whereas,** only students in their first year at Cornell have free access to TCAT and there is an opportunity to provide and encourage the use of barrier free, sustainable, mass transportation for all students; and

**Whereas,** pedestrian and bike safety are a priority, and this is another step towards Vision Zero by reducing car traffic, parking hunting, and bus traffic on campus; and



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**Whereas**, it is important to continue to protect Cornell’s natural landscapes, green spaces, and maintain our campus aesthetics (which are among the most beautiful in the world) for all future Cornellians; and

**Whereas**, efficient mass-transit supports the One Cornell vision, including the ease of access and utilization of the Martin Y. Tang Welcome Center, and allowing students, faculty, guests, and staff to move across campus easily to cross collaborate more often between schools and disciplines and to attend meetings and campus events more frequently; and

**Whereas**, TCAT is committed to working with Cornell to improve their service and pilot new sustainable initiatives to better meet Cornell’s needs and goals; and

**Whereas**, our 2019 Drafted Core Values statement outlines Changing Lives through Engagement by applying knowledge that we and others create for the benefit of society and engagement with our community, state, and the broader world; as well as our Respect for the Natural Environment and the need to live and work for a sustainable environment.

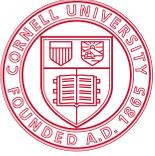
**Be it therefore resolved** that a Cornell Campus Circulator System should be included in the Cornell University long term strategic plan, post the COVID19 crisis and related financial issues; it is a general priority and represents what the campus wants and will need in the future.

**Be it finally resolved**, a copy of this resolution be presented to Martha Pollack, President; Mary Opperman, Vice President and Chief Human Resources Officer; Joel Malina, Vice President for University Relations

**Adopted by Vote of the Assembly (25-1-0), 5/6/20,**

**Respectfully Submitted,**

Kristopher Barth, Information Technology, Tech Transfer, and Research Representative



## Cornell University Employee Assembly

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83 References:

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85 **Section 4.30 4.31 of**

86 [https://masterplan.cornell.edu/doc/cmp\\_part\\_1/transportation\\_circulation/transportation\\_circulation.pdf](https://masterplan.cornell.edu/doc/cmp_part_1/transportation_circulation/transportation_circulation.pdf)

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88 **Page 8, 11, 38 of**

89 [https://fcs.cornell.edu/sites/default/files/imce/site\\_contributor/Dept\\_University\\_Architect\\_and\\_Campus\\_Planning/documents/Campus\\_Planning/Game%20Farm%20Road%20Athletic%20Complex%20Facilities%20Master%20Plan.pdf](https://fcs.cornell.edu/sites/default/files/imce/site_contributor/Dept_University_Architect_and_Campus_Planning/documents/Campus_Planning/Game%20Farm%20Road%20Athletic%20Complex%20Facilities%20Master%20Plan.pdf)

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91 **Cornell HR Workforce Report, Page 14**

92 [https://apps.hr.cornell.edu/hr\\_professional\\_docs/for\\_employees/Workforcereport\\_FY2018.pdf](https://apps.hr.cornell.edu/hr_professional_docs/for_employees/Workforcereport_FY2018.pdf)

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95 Page 58,59 [https://sustainablecampus.cornell.edu/sites/default/files/2019-](https://sustainablecampus.cornell.edu/sites/default/files/2019-01/Cornell%20University%20CAP%20Roadmap%20-%202013_0.pdf)

96 [01/Cornell%20University%20CAP%20Roadmap%20-%202013\\_0.pdf](https://sustainablecampus.cornell.edu/sites/default/files/2019-01/Cornell%20University%20CAP%20Roadmap%20-%202013_0.pdf)

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98 **Page 10,12 of the Transportation Parking Optimization Presentation**

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100 **Core Values:** <https://president.cornell.edu/initiatives/university-core-values/>

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