

Cornell University
University Assembly

U.A. Resolution # 12

Charge of the Pedestrian Safety Review Working Group

April 21, 2015

1 **Sponsored by: Matthew Battaglia, Undergraduate; Vice Chair, University Assembly;**
2 **Emma Johnston, Undergraduate; Member, University Assembly**

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4 **On behalf of:**
5 **Lucy Stockton, Undergraduate; Member, Student Assembly Community Life Committee;**
6 **Matthew Indimine, Undergraduate; Member-Elect, University Assembly**

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8 **Whereas,** the University Assembly (“the Assembly”) has the authority to examine matters which
9 concern the welfare of a substantial segment of the campus community and may make
10 recommendations thereon to the President or other appropriate officers of the university, and

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12 **Whereas,** a number of students, employees, and faculty members feel unsafe walking on
13 Cornell’s campus as a result of poor road infrastructure, aggressive drivers and high speed limits,
14 and

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16 **Whereas,** a survey of Cornell University’s peer institutions reveals that others have tasked
17 review committees with evaluating the effectiveness of pedestrian safety programs and
18 pedestrian infrastructure, and

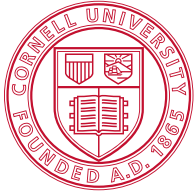
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20 **Whereas,** the Cornell community continues to remember the lives of Rosalyn Degraw,
21 Oluchukwu Onuora ’15, and Angela Stedwell who all passed away this semester in traffic-
22 related fatalities, and

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24 **Whereas,** many cities around the world are creating Vision Zero Programs¹ to combat unsafe
25 road conditions and traffic-related fatalities, with the understanding that these collisions are a
26 direct result of poor infrastructure and policy, and

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28 **Whereas,** Cornell’s general speed limit is currently 30 miles per hour (“mph”), yet researchers
29 with the AAA Foundation for Traffic Safety estimate that the average risk of a pedestrian fatality
30 in an accident reaches 25% at 32 mph while it is only 10% at 23 mph.² Thus the average risk of a
31 fatality in this speed range increases a fully 150% for a mere 9 mph difference in speed, and

¹ <http://www.visionzeroinitiative.com/en/Concept/>

² <https://www.aaafoundation.org/sites/default/files/2011PedestrianRiskVsSpeed.pdf>



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Whereas, the Cornell Police receives a grant from the New York State Governor’s Traffic Safety Committee “to develop programs, public information campaigns and other activities to address the [traffic safety] problems identified,” and

Whereas, New York State Law requires motorists to stop for pedestrians in crosswalks, but only select crosswalks on campus have signs to “stop for pedestrians,” therefore be it

Resolved, that the University Assembly supports efforts to prioritize pedestrian infrastructure and safety, and

Be it Further Resolved, that the Assembly calls upon the Chair of the Public Safety Advisory Committee to establish a working group, known as the Pedestrian Safety Review Working Group, and

Be it Further Resolved, that this working group shall be charged with the following tasks:

- (i) evaluate the effectiveness of existing signs and signals at pedestrian crossings, the current campus speed limit, and the number of crosswalks on campus,
- (ii) explore and develop ways to improve education and awareness efforts regarding pedestrian safety,
- (iii) work to investigate better means of enforcement with the Cornell Police,
- (iv) investigate the general safety atmosphere of pedestrian walkways on campus, and
- (v) have membership that includes at least two individuals appointed by the University Assembly, and

Be it Further Resolved, that this resolution be forwarded to the University President and President-Elect, the Chief of Cornell University Police, the Assembly’s Campus Infrastructure Committee, and the Public Safety Advisory Committee, and

Be it Finally Resolved, that the working group reports back its findings to the University Assembly and the Public Safety Advisory Committee no later than October 31, 2015.

Respectfully Submitted,

James N. Blair
Chair, University Assembly