

U.A. Resolution # 18

Call for the Development of a Cornell Comprehensive Transportation Plan

April 24, 2018

Sponsored by: Martin Hatch, Faculty; Member, Campus Infrastructure Committee

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

Whereas, areas concerning transportation policy have historically been a focus for the Assembly and are explicitly listed in the Assembly’s Charter as areas the Assembly shall have authority over in policy development in;¹ and

Whereas the Assembly recognizes that the Cornell Employee Assembly’s Resolution #7: Advancing a Comprehensive Transportation Plan for the Ithaca Campus (“EA R7) was passed unanimously by the EA on November 28, 2017 and requests action in an area that is of concern to the entire university community; and

Whereas EA R7 was conveyed to President Martha Pollack on November 29, 2017 and acknowledged on January 2, 2018; and

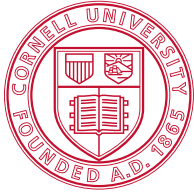
Whereas in her acknowledgment, President Pollack noted that “Given the many competing priorities for Cornell’s resources, we intend to pursue a focused transportation assessment that will support the work on North Campus², inform our capital planning process, and optimize use of regional mass transit.”; and

Whereas, the Assembly hosted Bridgette Brady; Director of Transportation Services, Helen Steh; Customer Service Manager; and Reed Huegerich; Senior Planner at its meeting of April 10, 2018; and

Whereas, at that meeting the Assembly was informed of the value a comprehensive transportation plan could provide to the University; and

¹ University Assembly Charter; Article III, § 3.1: Authority in policy development

² Regarding the North Campus Residential Expansion (“NCRE”)



Cornell University University Assembly

Whereas transport (by automobile, bus, walking and bicycling) of members of the university community (defined as undergraduate students, graduate and professional students, employees, and faculty) to, from, and within the various components of the Ithaca/Tompkins County campus of Cornell University is essential to the fulfillment of the mission of the university; and

Whereas the numbers of persons, numbers and sizes of buildings, and geographic extent of the university has increased considerably over the past fifty years -- particularly in the last 15 years; and

Whereas the points of origin and destination for persons in the university community have increased concomitantly both in numbers and distances from the university, while the various options for and regulation of transport to, from, and on campus during that period have remained virtually the same or have decreased; and

Whereas studies, plans, and projects addressing the consequences of the above developments have been limited, relatively silo-ized and circumscribed (for example, bicycle availability, bike-ways, counts of parking spaces and use thereof, or transport assessments connected with limited areas of campus development, such as the NCRE and TWC studies); and

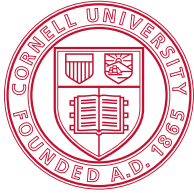
Whereas the Assembly recognizes the financial and logistical constraints faced by the University but believes that continuing a piecemeal analysis results in long-term inefficiency and leaves larger scale issues only partly addressed; and

Whereas to create a unified, comprehensive solution for student housing, in 2016, the University undertook a process to create a Student Housing Master Plan to “provide a near- and long-term strategy for student housing”;³ and

Whereas this plan enables Cornell to strategically address large scale issues and the Assembly believes a similar approach would be beneficial to address Cornell’s transportation needs, infrastructure, and strategy; and

Whereas, clear areas of concern have developed regarding the effects of lack of comprehensive transportation planning: increases in carbon emissions; increases in congestion; increases in threats to public safety; decreases in efficient modes of connection from point of origin to destination; inefficient use of parking infrastructure; all resulting increases in costs born by Cornell’s facilities, its environment, and its community members; and

³ <http://scl.cornell.edu/about-us/housing-master-plan>



Cornell University University Assembly

Whereas, cognizant of these problems connected with transportation in the region, local governments, not-for-profit organizations, and ad-hoc citizen groups in the Ithaca/Tompkins County region have, over the course of the past 15 years, organized working groups charged with proposing solutions to portions of the transportation challenges in the region, yet there has been to date little participation by Cornell in the comprehensive planning and coordination of the various modes of transport, or collaboration with these groups in addressing these issues; and

Whereas, the costs of transportation born now by members of the Cornell community and the costs to Cornell in work-time lost and environmental degradation, can be considerably ameliorated in a well-planned transportation system for the region; and

Whereas, a well-planned transportation system for the region will result in cost-savings to Cornell and members of the Cornell community in these and other areas, that far outweigh the costs of the study itself; therefore

Be it Resolved, that President Martha Pollack direct the appropriate planning, safety, and facilities sectors of the university, coordinating with local transportation planning, facilities, and safety organizations and agencies engaged in transportation planning for the region, beginning in Spring 2019, to advance a comprehensive transportation study that will lead to the development of a Comprehensive Transportation Plan; and

Resolved, that this comprehensive plan incorporate the focused transportation assessment being conducted as part of the North Campus Residential Expansion, and incorporate transportation planning for the new Maplewood development and the proposed East Village development; and

Be it Finally Resolved, that the university allocate sufficient funds for that study; and to develop the plan, and that the appropriate elements in the plan be integrated into the comprehensive plan of the university.

No signature block is present until the resolution has been disposed of by the Assembly (Passed, Failed, Withdrawn, etc.) Then a block with the certifying member (customarily Chair/Vice-Chair) verifying the authenticity and vote tally of the resolution.