

Cornell University
University Assembly

U.A. Resolution # 18

**Call for the Development of a Cornell Comprehensive
Transportation Plan**

April 24, 2018

1 **Sponsored by: Martin Hatch, Faculty; Member, Campus Infrastructure Committee**
2

3 **Whereas**, the University Assembly (the “Assembly”) has the authority to examine matters
4 which concern the welfare of a substantial segment of the campus community and may
5 make recommendations thereon to the President or other appropriate officers of the
6 university; and
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8 **Whereas**, areas concerning transportation policy have historically been a focus for the
9 Assembly and are explicitly listed in the Assembly’s Charter as areas the Assembly shall
10 have authority over in policy development in;¹ and
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12 **Whereas** the Assembly recognizes that the Cornell Employee Assembly’s Resolution #7:
13 Advancing a Comprehensive Transportation Plan for the Ithaca Campus (“EA R7) was
14 passed unanimously by the EA on November 28, 2017 and requests action in an area that
15 is of concern to the entire university community; and
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17 **Whereas** EA R7 was conveyed to President Martha Pollack on November 29, 2017 and
18 acknowledged on January 2, 2018; and
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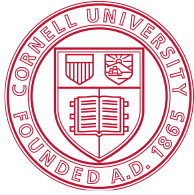
20 **Whereas** in her acknowledgment, President Pollack noted that “Given the many competing
21 priorities for Cornell’s resources, we intend to pursue a focused transportation assessment
22 that will support the work on North Campus², inform our capital planning process, and
23 optimize use of regional mass transit.”; and
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25 **Whereas**, the Assembly hosted Bridgette Brady; Director of Transportation Services, Helen
26 Steh; Customer Service Manager; and Reed Huegerich; Senior Planner at its meeting of
27 April 10, 2018; and
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29 **Whereas**, at that meeting the Assembly was informed of the value a comprehensive
30 transportation plan could provide to the University; and
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¹ University Assembly Charter; Article III, § 3.1: Authority in policy development

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



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32 **Whereas** transport (by automobile, bus, walking and bicycling) of members of the university
33 community (defined as undergraduate students, graduate and professional students,
34 employees, and faculty) to, from, and within the various components of the
35 Ithaca/Tompkins County campus of Cornell University is essential to the fulfillment of
36 the mission of the university; and
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38 **Whereas** the numbers of persons, numbers and sizes of buildings, and geographic extent of the
39 university has increased considerably over the past fifty years -- particularly in the last 15
40 years; and
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42 **Whereas** the points of origin and destination for persons in the university community have
43 increased concomitantly both in numbers and distances from the university, while the
44 various options for and regulation of transport to, from, and on campus during that period
45 have remained virtually the same or have decreased; and
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47 **Whereas** studies, plans, and projects addressing the consequences of the above developments
48 have been limited, relatively silo-ized and circumscribed (for example, bicycle
49 availability, bike-ways, counts of parking spaces and use thereof, or transport
50 assessments connected with limited areas of campus development, such as the NCRE and
51 TWC studies); and
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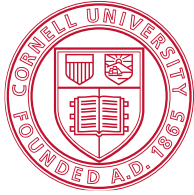
53 **Whereas** the Assembly recognizes the financial and logistical constraints faced by the
54 University but believes that continuing a piecemeal analysis results in long-term
55 inefficiency and leaves larger scale issues only partly addressed; and
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57 **Whereas** to create a unified, comprehensive solution for student housing, in 2016, the University
58 undertook a process to create a Student Housing Master Plan to “provide a near- and
59 long-term strategy for student housing”;³ and
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61 **Whereas** this plan enables Cornell to strategically address large scale issues and the Assembly
62 believes a similar approach would be beneficial to address Cornell’s transportation needs,
63 infrastructure, and strategy; and
64

65 **Whereas**, clear areas of concern have developed regarding the effects of lack of comprehensive
66 transportation planning: increases in carbon emissions; increases in congestion; increases
67 in threats to public safety; decreases in efficient modes of connection from point of origin
68 to destination; inefficient use of parking infrastructure; all resulting increases in costs
69 born by Cornell’s facilities, its environment, and its community members; and
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³ <http://scl.cornell.edu/about-us/housing-master-plan>



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

78
79 **Whereas**, the costs of transportation born now by members of the Cornell community and the
80 costs to Cornell in work-time lost and environmental degradation, can be considerably
81 ameliorated in a well-planned transportation system for the region; and

82
83 **Whereas**, a well-planned transportation system for the region will result in cost-savings to
84 Cornell and members of the Cornell community in these and other areas, that far out-
85 weigh the costs of the study itself; therefore

86
87 **Be it Resolved**, that President Martha Pollack direct the appropriate planning, safety, and
88 facilities sectors of the university, coordinating with local transportation planning,
89 facilities, and safety organizations and agencies engaged in transportation planning for
90 the region, beginning in Spring 2019, to advance a comprehensive transportation study
91 that will lead to the development of a Comprehensive Transportation Plan; and

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93 **Resolved**, that this comprehensive plan incorporate the focused transportation assessment being
94 conducted as part of the North Campus Residential Expansion; and

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96 **Be it Finally Resolved**, that the university allocate sufficient funds for that study; and to develop
97 the plan, and that the appropriate elements in the plan be integrated into the
98 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.