

Cornell University
University Assembly

U.A. Resolution # 12 REVISED
Charge to the Cornell Bicycle and Pedestrian Committee

April 21, 2015

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

3
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

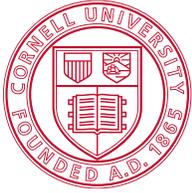
23
24 **Whereas,** many cities around the world are creating Vision Zero Programs¹ to combat unsafe
25 road conditions and traffic-related fatalities, with the understanding that these collisions are a
26 direct result of poor infrastructure and policy, and

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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

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

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

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



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

Be it Further Resolved, that the Assembly calls upon the Cornell Bicycle and Pedestrian Committee (CBPC) to addresses the following tasks:

- (i) Improving communication and connections between the CBPC, the campus community and the Assembly in order to increase awareness of traffic safety issues and associated efforts to tackle them,
- (ii) The creation of a comprehensive bike and pedestrian plan that addresses the following goals:
 - a. Providing and promoting safe and accessible routes and accommodations for walking and biking as a daily form of transportation,
 - b. Reducing the volume and severity of incidents between bicyclists, pedestrians, and motorists.
 - c. Providing bicycle and pedestrian facilities and infrastructure that minimize conflicts with vehicles,
 - d. Implementing comprehensive education and encouragement programs targeted at students, staff and faculty,
 - e. Improve enforcement to reduce negligent or reckless behavior among drivers, bicyclists, and pedestrians,
 - f. Improve the connections between bicycle, pedestrian and transit systems.
 - g. Support campus sustainability goals,
 - h. Institutionalize active transportation and develop supportive standards to incorporate into all campus planning, design and construction activities,
- (iii) Monitor implementation and produce an annual report card tracking changes in all modes, including active transportation, and safety trends.
- (iv) Assisting in gaining support and setting priorities for investment of resources in traffic safety improvement efforts.

Be it Further Resolved, that this resolution be forwarded to the University President and President-Elect, the Chief of Cornell University Police, the University’s Campus Planning Committee, and the Director of Transportation and Mail Services, and

Be it Finally Resolved, that the CBPC reports back its progress to the University Assembly no later than October 31, 2015.

Respectfully Submitted,

James N. Blair
Chair, University Assembly