

Cornell University
University Assembly

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

May 5, 2015

1 **Sponsored by: Matthew Battaglia, Undergraduate; Vice Chair, University Assembly;**
2 **and 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 academic year in traffic-
22 related fatalities, and

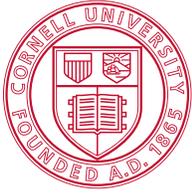
23
24 **Whereas,** many cities around the world are creating Vision Zero Programs¹ to combat unsafe
25 road conditions and traffic-related fatalities, with the understanding that these collisions are a
26 direct result of poor infrastructure and policy, and

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

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

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

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

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

Adopted by Vote of the Assembly, May 5, 2015; and respectfully submitted,

James N. Blair
Chair, University Assembly