BICYCLE AD HOC COMMITTEE

POLICY AND RECOMMENDATIONS 1991
BICYCLING ON THE CORNELL UNIVERSITY
CAMPUS

FINAL REPORT
from the Ad Hoc Bicycle Committee
April 1991

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EXECUTIVE SUMMARY

Bicycles have become an increasingly important and popular mode of transportation in this country. The growth in bicycling during the past two decades has created an increased demand for improvements to the bicycling environment. This demand has led to the development of engineering techniques, as well as educational and enforcement programs that specifically address the needs of bicyclists throughout the country.

The Ithaca area is no exception with regard to the increased use of the bicycle. At the present time, there are no specific bikeways anywhere on campus. A bike survey was conducted by the Committee; out of the 350 surveys returned, the question asking about the respondent's highest priority in improving the bicycling environment on campus; 41 percent indicated providing bike lanes on roads; 17 percent indicated providing bike-only paths and 13 percent indicated improving roadway conditions.

An issue of special concern for bicycle planning is that of liability. Taking care to see that services and facilities provided are properly designed is the first step in good risk management. It is imperative to point out that neglecting to provide bicycle facilities does not reduce the University's liability for bicyclist injuries.

In the Committee's survey of bicyclists on the Cornell Campus, approximately 42 percent of the 350 respondents indicated that they had been involved in an accident (not necessarily in Ithaca). In 1989, there were 41 bicycle/motor vehicle injuries, 43 pedestrian injuries and one pedestrian fatality reported in Tompkins County. There were 13 reported bicycle accidents on the campus during 1990.

Police accident reports, however, represent only a portion of nonfatal bike-related injuries. Studies indicate that the number of bicycle-related injuries might be ten times greater than the numbers represented by available data. For the Ithaca area, that translates into about 400 serious bicycle-related injuries annually. Eye witness accounts from Public Safety officers and letters from concerned citizens suggest that there is an additionally significant number of close calls, most of which involve a traffic violation or an unsafe practice. It is evident that the increase in the bicycling population combined with the absence of dedicated bikeways have led to an increase in bicycle traffic on pedestrian walkways, creating conflicts with pedestrians.

As borne out by the survey conducted by the Committee, many Cornellians in principle are interested in bicycling to and from campus, but refrain from doing so because of a perceived lack of safety. Many of the popular bicycle approach routes to campus are deserving of further study with respect to relative safety, as determined from Public Safety reports as well as from observations by cyclists noted in the Committee's survey.
The bicycle can play a significant role in a comprehensive transportation system for the University. The challenge lies ahead for the Cornell Community to provide a safe environment for cycling. To follow are the recommendations, described in detail, beginning on page 13 of this report:

- Establish a University bicycle policy
- Develop a campus bicycle transportation master plan
- Implement facility improvements
- Develop incentive programs
- Support an education program
- Support an active enforcement program
- Establish a standing bicycle committee

The following have been identified as the next steps in the implementation phase:

- Publicize the committee’s efforts and recommendations, enlisting the expertise of the Community Relations Department.
- Appoint a standing committee, advisory to the Office of Transportation Services, to insure that the ad hoc committee’s recommendations are realized.
- Begin implementation of a campus bicycle transportation plan. This includes:
  - Inventory and analysis of existing transportation patterns, major corridors and conflict areas on campus;
  - Survey of utilization of bike parking facilities on campus and analysis of the results of the bike parking survey.
  - Develop and implement a bike registration procedure through the Office of Transportation Services for the fall of 1991.
  - Develop a campus bicycle policy.
PREFACE

The ad hoc bicycling committee was appointed in May 1990 by then Vice-President for Campus Affairs, William D. Gurowitz. As stated in the appointment letter, the committee was formed

"to ensure that cyclists, motorists, and pedestrians' interests are accommodated safely on the Cornell campus now and in the future. A large and growing part of the Cornell community use bicycles to travel to and around campus, and it is important that the university responds to this trend in its physical planning and operational policies."

The charge to the committee was

"to gather information and identify issues pertinent to bicycling on campus. An analysis of existing campus policies should be undertaken and recommendations made for improved bicycle policies and services for the campus."

The appointment letter expressed a desire for the recommendations to be prioritized, and cited several specific issues needing attention:

- Safety -- how can bicycles and motor vehicles safely share roads?
- Should there be bike routes on campus? If so, where?
- What is the best way to provide parking for bicycles?

In addition, the committee was charged to take account of constraints such as cost, practicality, existing laws and regulations, and timeliness.

In addressing its charge, the committee has met biweekly during most of the current academic year. Several additional questions arose during the committee work. A detailed list of committee activities can be found in Appendix A. The Office of Transportation Services coordinated the efforts of the Committee, and provided staff support.
I. INTRODUCTION

During the last several decades, the growth of Cornell University has created severe transportation and parking problems. Whereas free parking for faculty and staff used to be available in close proximity to the central campus, there now exists an elaborate system involving parking fees, detailed parking restrictions, outlying parking lots, and transportation by bus. Furthermore, automobile traffic congestion on the campus has become a problem of major concern. As a result, it has been found necessary to limit automobile traffic on the central campus by installing traffic booths at all access roads. Improvements in the transportation system are limited by physical and financial constraints. Concern about these problems is evidenced by the Transportation Demand Management Program currently being developed by the Office of Transportation Services [1].

An important component of the future transportation system at Cornell could be the widespread use of bicycles. Bicycling offers low cost, door-to-door, pollution-free transportation, with minimal requirements on parking. In addition to these pragmatic aspects, it provides healthful exercise, and is generally judged to be an enjoyable activity. As a consequence, the use of bicycles indeed is widespread on many U.S. campuses. Factors cited against bicycle use at Cornell include a perceived lack of safety; poor road conditions especially during the winter; inclement weather; and the presence of hills. While the weather and the hills will have to be accepted, safety and road conditions could be much improved. There is reason to believe that with such improvement, bicycling can become a significant component of the transportation system at Cornell.

This report addresses the issue of bicycling on campus. Issues identified by the Committee are presented in Section II. Specific subsections address bicycling as a means of transportation, existing campus policies, facilities, liability, enforcement, education and safety. Section III discusses means of improving bicycle access to campus. Section IV lists detailed recommendations for planning, facilities, incentives, education, enforcement, administration, and funding. Appendix A presents a summary of Committee activities. The Policy Statement on Bicycles and Motorcycles of the Campus Governance Code is reproduced in Appendix B. Finally, a copy of the Bicycle and Pedestrian questionnaire distributed by the Committee is shown in Appendix C.

II. ISSUES CONCERNING BICYCLING ON CAMPUS

A) Bicycling as a means of transportation

Bicycles have become an increasingly important and popular mode of transportation in this country. The bicycle, being energy-efficient, economical and pollution-free is in many cases a practical substitute for the automobile. People bicycle for health reasons and recreation, as well as for transportation. Since 1986, over 12 million bicycles have been sold annually in the United States, the largest number since the bicycle boom in the 1970’s. More bicycles than automobiles are now

sold annually. There are an estimated 90 million bicyclists in the U.S. today, compared to 69 million in 1979 [2].

The growth in bicycling during the past two decades has created an increased demand for improvements to the bicycling environment. This demand has led to the development of engineering techniques, as well as educational and enforcement programs that specifically address the needs of bicyclists throughout the country.

The Ithaca area is no exception with regard to the increased use of the bicycle. The new generation of all-terrain/ hybrid bicycles has led to a substantial increase in bicycling here even during what has typically been considered the off-season. Casual observation on the campus provides evidence of the bicycle as a significant means of transportation. Actual evidence for this was provided by a study conducted by the Campus Planning Office in September 1985. Although this study primarily concerned pedestrians, a count also was taken of the number of bicyclists heading north on Garden Avenue towards the Agriculture Quad. In the one hour time span from 8:15 - 9:15 AM, this count was 160 (nearly three cyclists per minute, on average). A casual inspection of bicycles parked in racks and at railings, fences and innumerable stationary objects around campus on a typical day also reveals a significant bicycle population (as well as a bicycle parking problem!). It should be noted that the growth of bicycling in the Cornell Community has taken place in spite of some obvious constraints such as weather and topography. This growth also occurred without significant attention being given to modifications of the infrastructure, or to measures reducing the severity and frequency of injuries to cyclists.

It would be of interest to have an estimate of the potential use of bicycles at Cornell, assuming that conditions for bicycling could be made more favorable. In this connection it is of interest to mention a study of bicycle usage on the University of Wisconsin-Madison campus conducted in 1983 [3]. For travel to campus in good weather, 30% of students residing off campus used a bicycle. The corresponding number for students residing on campus was 16.3%, for faculty and staff 8.3%. For the total of all persons surveyed, the number was 22.8%. Similar numbers were obtained for the bicycle as the most desired mode of travel to campus (23.5, 18.4, 9.7 and 19.4%, respectively). Based on the numbers cited in the present and preceding paragraphs, it seems reasonable to estimate that under the right conditions, thousands of Cornellians might use a bicycle as their means for getting to and from campus.

B) Existing campus policies

The only written campus policy regarding bicycles that the Committee has been able to find is in the Campus Governance Code, Section 2132.4.P-S, Policy Statement on Bicycles and Motorcycles (see Appendix B). All cyclists on campus are subject to

3. Bicycle Transportation Plan for Dane County, draft report available from Arthur Ross, Madison Bicycle Coordinator, Madison DOT, Madison, WI 53710.
the New York State Vehicle and Traffic Laws [4], as well as to the City of Ithaca ordinances where applicable. The latter includes a prohibition of bicycles on pedestrian walkways which requires ticketing by a City of Ithaca police officer. Cyclist citations written by any law enforcement officer are not well received by city courts. Many of the state laws are ignored by cyclists. Examples are the stipulations that bicycles be equipped with lights at night, and with bells at all times. Some cyclists ride on the wrong side of the road, ride through red traffic lights and stop signs.

The section of the Campus Governing Code states that city bicycle registration is available on campus through Public Safety. If a campus bicycle registration policy were to be instated, it might be better served by management through the Office of Transportation Services. A procedure similar to one used for automobile registration on campus would provide recognition of the bicycle as a viable means of transportation on the campus.

The Department of Public Safety has a policy of removing unsecured bicycles, and taking them to "Lost and Found" in Barton Hall. This policy serves to prevent bicycle theft. When its owner neglects to contact Public Safety concerning the disappearance of the bicycle, the policy is counter-productive in cases where the bicycle has not been registered.

The Department of Life Safety historically has had a policy of removing locked bicycles that are placed in corridors and walkways. The justification for this policy is that it enhances safe passage in case of fire and emergencies.

Different policies exist concerning the storing of bicycles in personal offices. Apparently such storing is prohibited in the statutory part of the University. In the endowed part, some buildings carry this prohibition, while others do not.

There does not appear to be a standard policy of providing bicycle racks or other allowed parking facilities for each building on campus. Availability of such facilities is discussed in the next section.

C) Facilities

At the present time, there are no specific bikeways on campus. A bikeway is defined as a facility that provides for bicycle travel [5]. As specified in the latter reference, bikeways can be divided into three different classes:

- A Class I bikeway is a completely separated facility designated for the use of bicycles, and is called a bike trail or bike path. The

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4. Sharing the Road, New York State Bicycle Laws, brochure developed by the Statewide Bicycle Advisory Council, April 1990.

5. Bikeway Master Planning Data, Department of Public Works, Transportation Division, 827 7th St, Room 201, Sacramento, California 95814.
facility is separated from any street or highway by a physical space, berm, fence, or other barrier.

- A Class II bikeway consists of a lane within a street or roadway designed for the one-way use of bicycles, and is called a bike lane. It is an on-street facility with signs, striped lane markings, and pavement legends.

- A Class III bikeway is any on-street right-of-way recommended for bicycle travel which provides for shared use with motor vehicles or pedestrian traffic; it is called a bike route.

There are three classes of bike parking facilities, as defined by the same reference.

- A Class I bicycle parking facility is an enclosed box with a locking door, typically called a bicycle locker, where a single bicyclist has access to the bicycle storage compartment.

- A Class II facility is a stationary bicycle rack designed to secure the frame and both wheels of the bicycle, where the bicyclist supplies only a padlock.

- A Class III facility is a stationary bicycle rack, typically a cement slab with a vertical metal bar, where the bicyclist supplies a padlock and chain or cable to secure the bicycle to the stationary object. (Class II and III parking racks can be located in a so-called bicycle parking cage; a key is needed to open the cage.)

- A bicycle shower/locker facility is defined as a facility of sufficient size to accommodate those who commute by bicycle.

A survey of building coordinators conducted by the Committee revealed that there are Class III parking facilities for an estimated 1000 bicycles on the campus. The respondents pointed out many problems with the adequacy and practicality of the existing facilities. A number of the facilities were judged as located in inappropriate locations. Many cyclists are not using the racks and instead are locking their bikes to fences and stairwells.

The Committee also conducted a survey of bicyclists on the Cornell Campus. A copy of the survey is shown in Appendix C. Some 350 surveys were returned. Unfortunately, the Committee has not found the time to carry out a detailed analysis of the results. Available is the response to the question about the respondent’s highest priority in improving the bicycling environment on campus: 41% indicated providing bike lanes on roads; 17% indicated providing bike-only paths and 13% indicated improving roadway conditions.
D) Liability

An issue of special concern for bicycle planning is that of liability. Taking care to see that services and facilities provided are properly designed is the first step in good risk management. Properly designed and maintained facilities will increase the safety and enjoyment of bicycling and reduce the University's liability. A publication from the American Association of State Highway and Transportation Officials [6] serves as a basis for determining generally accepted practice. The use of sound design standards is imperative when designing, constructing and maintaining facilities.

It is also imperative to point out that neglecting to provide bicycle facilities does not reduce the university's liability for bicyclist injuries [7].

E) Enforcement

Bicyclists are subject to the same rules of the road as motorists. However, some cyclists disregard traffic regulations which results in unsafe riding, serving to perpetuate the view that bicycles are "toys" rather than a legitimate means of transportation.

The City of Ithaca requires bicycles to be registered. Campus Public Safety assists the city by issuing city permits. Benefits to registering bicycles include providing a mechanism for education and it serves as a deterrent to theft.

Law enforcement agencies, including our campus Public Safety Unit are operating under constraints of limited budgets and personnel while the demand for their services increases. Issuing citations to a bicyclist is a source of aggravation to the officer because the bicyclist often considers the enforcement as harassment. As a result, enforcement of traffic violations by and against bicyclists has become a low priority.

Enforcement officers are frustrated when the bicyclist traffic tickets they have issued are dismissed by the judicial officers. A successful enforcement program requires the support of the adjudicators.


F) Education and Safety

A common saying is that "once you learn to ride a bicycle, you never forget." In terms of the physical coordination required to balance on a bicycle, this is, indeed, usually true. However, many adults have little knowledge of bicyclists' rights, responsibilities, and safe riding techniques. This knowledge is also necessary to be a responsible motor vehicle driver sharing the road with bicyclists. Pedestrians and bicyclists must recognize their mutual rights and responsibilities as well.

Accident studies conducted since 1985 confirm that there is an inability on the part of many bicyclists to safely operate a bicycle on streets with traffic. Two accident types, the bicyclist's disregard of signals at intersections and careless ride-outs from driveways and other midblock locations, account for 30% of all accidents [8]. A study conducted by Cross and Fisher [9]indicates that 75% of all bicycle/motor vehicle accidents involve lack of compliance with traffic laws or poor driving skills on behalf of the cyclist. In college towns, three types of accidents are most common, all taking place at intersections. Major factors include the bicyclist riding the wrong way, and the motorist either misjudging the cyclist's speed or intended course, or the bicyclist not being seen by the motorist. Night-time accidents are often common, and tend to be more serious. A number of studies report that head injury is the primary or contributing cause of death in 70-80 percent of all bicycling fatalities[10].

In 1989, there were 41 bicycle/motor vehicle injuries, 43 pedestrian injuries and one pedestrian fatality reported in Tompkins County [11]. There were 13 reported bicycle accidents on the campus during 1990.

Police accident reports, however, represent only a portion of nonfatal bike-related injuries. Studies indicate that the number of bicycle-related injuries might be


ten times greater than the numbers represented by available data [12]. For the Ithaca area, that translates into about 400 serious bicycle-related injuries annually.

Eye witness accounts from Public Safety officers and letters from concerned citizens suggest that there is an additionally significant number of close calls, most of which involve a traffic violation or an unsafe practice.

In the Committee's survey of bicyclists on the Cornell Campus (cf. Appendix C), approximately 42% of the 350 respondents indicated that they had been involved in an accident (not necessarily in Ithaca). Approximately 26% indicated that inadequate infrastructure and danger from vehicles were major obstacles to bicycling on campus.

It is evident that the increase in the bicycling population combined with the absence of dedicated bikeways has led to an increase in bicycle traffic on pedestrian walkways, creating conflicts with pedestrians.

III. IMPROVING BICYCLE ACCESS TO CAMPUS

There is little doubt that improving bicycle access to campus first of all involves improving safety for cyclists. As borne out by the survey conducted by the Committee, many Cornellians in principle are interested in bicycling to and from campus, but refrain from doing so because of a perceived lack of safety. Numerous factors can affect the safety of specific roadways for use by bicyclists. Heavy automobile traffic, inadequate roadway width, broken pavement near edge of roads, drain grates which catch bicycle tires and road debris are all conditions which can make bicycle travel at best frustrating, at worst dangerous.

Popular bicycle approach routes to campus are shown in Fig. 1. Also indicated are roads and intersections requiring further study, as determined from Public Safety reports as well as from observations by bicyclists noted in the responses to the Committee's survey. During the Committee's deliberations, many suggestions were made on how to improve bicycle access to campus. Most involved the construction of bike paths, and the designation of bike lanes and bike routes (for definitions, see section II.C, Facilities). There was general agreement that Class I and II bikeways are much preferable over those categorized as Class III. Class I bikeways are most effective for increasing the access to campus for timid cyclists. Class I bikeways were deemed most appropriate for access routes to campus where their construction would be practical and demand would warrant. However, on central campus, where considerable pedestrian cross-traffic is expected, Class II bikelanes would be preferable. It is recommended that further study by a professional transportation planner is needed to determine the appropriate way to integrate bicycling into the transportation system for the campus.

12. Epidemiology Notes, Vol. 5 No.4 April 1990, Office of Public Health, Division of Epidemiology, New York State Department of Health, Corning Tower, Room 503, Empire State Plaza, Albany, NY 12237.
Bicycle Access to Cornell University

Fig. 1 Popular Bicycle Approach Routes to Campus
Currently, one of the greatest hindrances to safe bicycle access to the campus is the narrow 24 foot roadways that have been constructed by the University. An example of this is Campus Road, including both the section between Stewart Ave and East Ave., and the new sections recently completed. These narrow roadways do not allow enough room for motorists and cyclists to safely share a driving lane. This is especially a problem because of the high traffic volume including buses and delivery vehicles using the campus roads. The narrow roads also lead to traffic congestion because bicyclists travel slowly uphill and traffic may back-up behind them. In order to remedy these problems, the narrow roads must be replaced with wider roads, unless separate, parallel bikeways are provided, or vehicular traffic is modified.

During the Committee's discussions, various suggestions were made for the location of bikeways leading to campus. These included bikeways on the eastern part of Campus Avenue (currently being planned), on Tower Road, on Judd Falls Road with a connection to the East Hill Recreation Way, on Bluegrass Lane (going from Hanshaw Road past the Equine Research Park and the Cornell golf course to Warren Road), and an extension of the latter to the vicinity of Helen Newman Hall. Other desirable bikeways would include one going north-south on the central campus, and one leading to the Cornell Orchard area in case current plans for a satellite campus there come to fruition. In planning such bikeways, it would be most desirable to seek cooperation with appropriate representatives of the City and Town of Ithaca, and of Tompkins County.

It was also noted that bicycling could be part of a "park and bike" program. This would require the placement of bicycle parking facilities at outlying parking lots. Such facilities should best be covered and lockable.

As mentioned in Section II.C, Facilities, current provisions for bicycling parking on campus are inadequate. Policies for improving access to the campus should include the construction of bicycle racks in close proximity to all buildings. Such racks should preferably be covered. Wherever practical, parking of bicycles in private offices or laboratories should be permitted if not encouraged.

A major issue of concern in bicycle facility planning is that in the case of both shared roadway and off-road facilities, the design of the facilities must be consistent with sound design standards. Inadequately designed facilities for bicyclists will be under-utilized and can be dangerous. Another concern is that last minute shortage of funds sometimes leads to the elimination of bicycle facilities from construction plans. If bicycle access to campus is to be improved, bicycle facilities need to be given a high priority in the construction phase as well as in the design phase.
IV. RECOMMENDATIONS

POLICY

- The Committee recommends that the University establish a bicycle policy that:
  
  - encourages and incorporates safe bicycling into the campus transportation plan as a legitimate and efficient mode of transportation; and
  
  - includes accommodations for bicyclists in all major roadway building or rebuilding projects.

PLANNING

- Develop a campus transportation plan for the University that integrates bicycling as an important mode of transportation. The plan should include:

  - A comprehensive inventory and analysis of existing transportation patterns, major corridors and conflict areas.

  - Criteria and guidelines for a bicycle infrastructure. (Design solutions to serve as the basis for making decisions regarding the development of bicycle facilities.)

  - A campus-wide plan for the physical development of bicycle facilities.

  - A campus transportation plan that would reduce vehicular traffic on campus.

  - Coordination with surrounding community bike plans.

  - Incorporation of bicycle facility improvements into future capital projects.
FACILITIES
- Design and maintain bikeways according to standards which maximize the safety of bicyclists, motorists and pedestrians.[6,13,14].

- Make low cost bicycle facility improvements as soon as possible (i.e. restriping of travel lanes, bicycle route signing, designation of bicycle lanes where appropriate, pavement improvements, lower speed limits) to begin to address some of the inadequacies of the facilities.

- Provide a secure and adequate bicycle parking system:
  - Address design, quantity and location of all bicycle parking (bike lockers, weather-protected racks, etc.);
  - Consider a "park and bike" system (bike lockers at peripheral parking lots);
  - Consider the residents' winter storage needs of on-campus bicycles.

INCENTIVES
- Develop an incentive program that provides:
  - maps of a route system;
  - bicycle promotion package to be distributed with bike registration;
  - benefits similar to those of OmniRide and RideShare.

EDUCATION
- Support an educational program for motorists, bicyclists and pedestrians that emphasizes:
  - rights and responsibilities of each;
  - rules of the road;
  - safe bicycling practices.

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ENFORCEMENT

- Support an active enforcement program that includes:
  - enforcement of traffic and parking regulations for bicycles;
  - review of existing speed limits on campus;
  - strict enforcement of limited auto access to central campus;
  - a training program for Cornell Public Safety and Transportation Services personnel on bicycle enforcement issues.

- Establish a university bicycle code that includes:
  - free, mandatory bicycle registration;
  - an explanation of traffic laws and safe practices;
  - adjudication of bicycle violations.

ADMINISTRATION

- Establish a standing committee with responsibility for overseeing University bicycle policies and plans.

- Develop a professional staff position that deals with university bicycle matters.

- Revise the policy statement on bicycles in the University Governance code.

- Establish a collaborative relationship with local governments.

FUNDING

- Allocate monies from the University’s annual operating budget to support bicycle facilities and programs.

- Allocate a percentage of the transportation tax assessed against new building projects for bicycle and pedestrian traffic improvements.

- Explore sources of funds for future bicycle and pedestrian traffic improvements (i.e. Governor’s Traffic Safety Committee).

- Solicit gifts (funding resources) from interested alumni or other private sources.
APPENDIX A. COMMITTEE ACTIVITIES

The idea of forming an Ad Hoc Committee on Bicycling evolved at two meetings in March 1990. The meetings were convened by a staff member of the Office of Transportation Services and were attended by about half of the current Committee members. The full Committee started its work September 1990, and conducted biweekly meetings from then until the present. At various times, meetings were attended by the following guests:

John Meigs, Department of Planning, City of Ithaca
Scott Whitham, Department of Facilities Engineering
Greg Bergery, Ecology House
Lawrence P. Fabbron, Department of Facilities Engineering
Scott Raynor, Department of Facilities Engineering
Carol Klepack, Conservation Advisory Committee, Village of Lansing
George Franz, Acting Town Planner, Town of Ithaca

The Committee conducted two surveys: one of building coordinators concerning bicycle parking facilities, and another of the general Cornell population concerning experiences with and opinions about bicycling. Some 6000 copies of the latter survey were distributed, of which about 350 were returned.

During its meetings, the Committee took note of the following:

- A bicycle system appraisal at the University of Illinois, as well as of the Bicycle code of that University [14]
- The Town of Ithaca Parks and Open Space plan
- Accident statistics
- Slides of bikeways at the University of Illinois and in the Netherlands
- Various versions of the proposal to rebuild the eastern part of Campus Road

Topics of detailed discussions included the following:

- Ways to fulfill the Committee's charge
- Class I versus Class II bikeways
- Possible bikeways on campus
- Draft of Final Report.

Further details can be found in the minutes of the Committee meetings, available for inspection at the Office of Transportation Services.
the aesthetic beauty of the Cornell campus can and should be retained by appropriate landscaping.

C. Peripheral parking and busing should be expanded to accommodate future needs. [4-SA-192, 4/24/73]

2132.3.P-S Uniform Parking and Traffic Signs

A. All vehicular parking and traffic signs at Cornell University shall conform to standards set forth in New York State and Federal Manuals for Uniform Traffic Control Devices. Conformity to standards shall include design (color, size and style of lettering, shape and size of sign), position, and location. Non-vehicular, directional and information signs, and building name signs are not included under this legislation. [4-SA-216, 10/23/73]

2132.4.P-S Policy Statement on Bicycles and Motorcycles

A. Cornell University recognizes bicycle[s] and motorcycles as alternatives to the automobile in meeting the transportation needs of the Cornell community.

B. Both motorcycles and bicycles are subject to the same moving traffic regulations as are automobiles with certain noted exceptions as outlined by the Department of Transportation.

C. Because of their special nature, motorcycles and bicycles should have separately designated parking areas separate from automobiles with special attention given to the security of these vehicles while left unattended.

D. Registration of bicycles is required by the City of Ithaca and the Village of Cayuga Heights. Registration is available on campus through Public Safety at Barton Hall.

E. Cornell University should provide multiple bicycle storage racks across campus to eliminate the present parking of bicycles in places of public thoroughfares creating a public nuisance. [4-SA-193, 4/24/73; amended UAA-175e, 5/9/89]

2132.5.L-S Mass Transit

A. The University Assembly, or its successor reserves the right

xxxx.o.o-o; x = section number (see Table of Contents by Section)
oooo.x.o.o; x = action number (see Table of Contents by Action)
oooo.o.x-o; x = legislative type (see Types of Legislation)
oooo.o.o-x; x = body of origin (S=Senate, C=Council, XA=Assembly)
APPENDIX C. COPY OF BICYCLE AND PEDESTRIAN QUESTIONNAIRE

Cornell University

Bicycle and Pedestrian Survey
January 1991

The Cornell Ad Hoc Bicycle Committee is gathering information and making recommendations to the Cornell administration about bicycling on campus. Please help us make sound recommendations for a more bicycle friendly community. Even if you do not bicycle, your comments as a pedestrian are helpful. Please prioritize your responses if you check more than one box and we invite you to add comments, as needed. Please return the survey and map to the Campus Planning Office by Campus Mail.

Are you a student:  
☐ Undergraduate  ☐ Graduate Student  ☐ Faculty  ☐ Staff

Are you a bicyclist on the Cornell Campus? (Check all that apply):  
☐ No. I am not interested in bicycling.  
☐ No, but I have thought about it.  
☐ Yes, I live on campus and use a bike to get around campus.  
☐ Yes, I live in the Ithaca area and travel by bike to and around campus.  
☐ Yes, I bring my bike in an automobile and travel by bike around campus.  
☐ Yes, I bike on campus, but take mass transit to and from campus.  
☐ Other (please explain)

Have you been involved in a bike-related accident?  
☐ yes  ☐ no

If yes, check all that apply:  
☐ Cyclist  ☐ Pedestrian  ☐ Motorist

The accident involved:  
☐ Pedestrian  ☐ Motor Vehicle  ☐ Cyclist  ☐ Myself

Required:  
☐ Minimal medical attention  
☐ Emergency room treatment  
☐ Hospital admission

Was reported to:  
☐ Campus/Town, City Safety or Police Department

☑ Cause of accident or other comments:

As a bicyclist, do you obey traffic laws?  
☐ yes  ☐ no

How often do you bicycle? (Check all that apply):  
☐ Daily  ☐ Monthly

☐ Weekly

I bicycle during the following seasons:  
☐ Spring  ☐ Summer  ☐ Fall  ☐ Winter

Is your bike registered with either Campus Public Safety or the City of Ithaca?  
☐ yes  ☐ no

Do you wear a bicycle helmet?  
☐ yes  ☐ no

What do you consider the major obstacles to biking on campus? Rank in priority, number 1 being the highest and 6 being the lowest:

☐ Danger from vehicles  
☐ Inadequate infrastructure (e.g., poor road surfaces, bike storage, routing problems...)
☐ Conflicts with pedestrians  
☐ Weather conditions  
☐ Hilly Topography  
☐ Inconvenience (please explain).

Which of the following would improve the bicycling environment on campus? Rank in priority, number 1 being the highest and 6 being the lowest:

☐ Improve roadway conditions  
☐ Provide bike lanes on roads  
☐ Provide bike-only paths  
☐ Limit some walkways to pedestrians only  
☐ Enforce existing laws for motorists and bicyclists  
☐ More bike parking facilities near major destination points  
☐ More weather protected parking facilities near student dorms  
☐ Access to shower facilities  
☐ Provide maps and education for bicyclist and motorist

Would you be interested in a weather protected bike storage on campus?  
☐ yes  ☐ no

If yes, would you be willing to pay a rental fee?  
☐ $20/semester  ☐ $50/semester  ☐ other
On the map please mark:
- "R" where you live
- "D" on your most frequent destination(s)
- Draw a line on the route you travel most frequently by bicycle.
- "X" on hazardous locations (where accidents or near accidents have occurred).
- "L" where weather protected bike storage would be most useful.