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# PHASE I TRANSPORTATION FINDINGS OF THE CMP

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While the t-GEIS focuses on policies and programs that can reduce the dependence on single occupant vehicles, the CMP must support these initiatives and respond to the extent practicable by refining and defining the feeder and internal routes that circulate to and through the central campus.

Today, movements of all kinds are dispersed throughout Cornell's campus, providing a high level of access to most areas. This dispersal of private vehicles, transit, commercial trucks, bicycles and pedestrians allows a great deal of choice regarding modes of movement, and, except in notable places, there is little conflict between transportation modes. Some routes leading to the central campus, however, are feeling the pains of traffic growth, particularly from the north and south. Most of the campus is pedestrian-friendly, notwithstanding potential conflicts during class changes. However, pedestrian and especially bicycle infrastructure is not consistent across campus.

The CMP, informed by the t-GEIS, will identify improvements to key approaches to campus. More broadly, it will define an integrated movement system that gives preference to walking, cycling and transit use while providing for motorized transport. The CMP, working with the t-GEIS, will focus on minimizing additional vehicular trips to campus by encouraging alternative modes of transportation and transit use, thus creating a more pedestrian-friendly campus. In addition, a complete and enhanced bicycle network will be planned to encourage faculty, staff and students to use bicycling as a viable alternative to driving. Finally, a defined street hierarchy will be implemented, redefining the primary role of individual streets, promoting certain movements while discouraging others.