



## ACTION 15:

# Car-Free Campus Core

**Limit personal vehicle access to the campus core to prioritize pedestrians and bicyclists, as described in the OSU Transportation Plan.**

### Opportunity

One of the five major projects called for in the OSU Transportation Plan is to strengthen and expand an area within the campus called the Pedestrian and Bicycle Priority Zone. This space would have reduced access for personal vehicles and greater mobility for pedestrians, people on bikes, and transit riders. As OSU reduces its drive-alone rate, it will become even more important to protect safe, attractive, and people-oriented places in the heart of campus.

### Current State

OSU has had a nominally closed campus core for many years, but the University has not enforced this rule in the recent past. As a result of poor signage, the removal of gates, and a street network that leads freight, ADA and buses directly into the campus core, private vehicles also regularly travel into restricted areas without consequence. The current policy needs to be more strongly communicated and enforced to be effective.

**Cost**  
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**Timeline**  
Medium

**Lead**  
University Facilities, Infrastructure and Operations

**Complementary Actions**  
Monroe Corridor Redesign (Action 10)

**Partners**  
City of Corvallis

## Discussion

### Pedestrians First

The OSU Transportation Plan clearly states the order of campus modal priorities (See Figure 19):

1. Pedestrian
2. Bicycle/Skateboard
3. Beaver Bus/Transit
4. Service/Delivery
5. Private Motor Vehicle

Nowhere is this modal priority more important than in the center of campus where population density is highest.

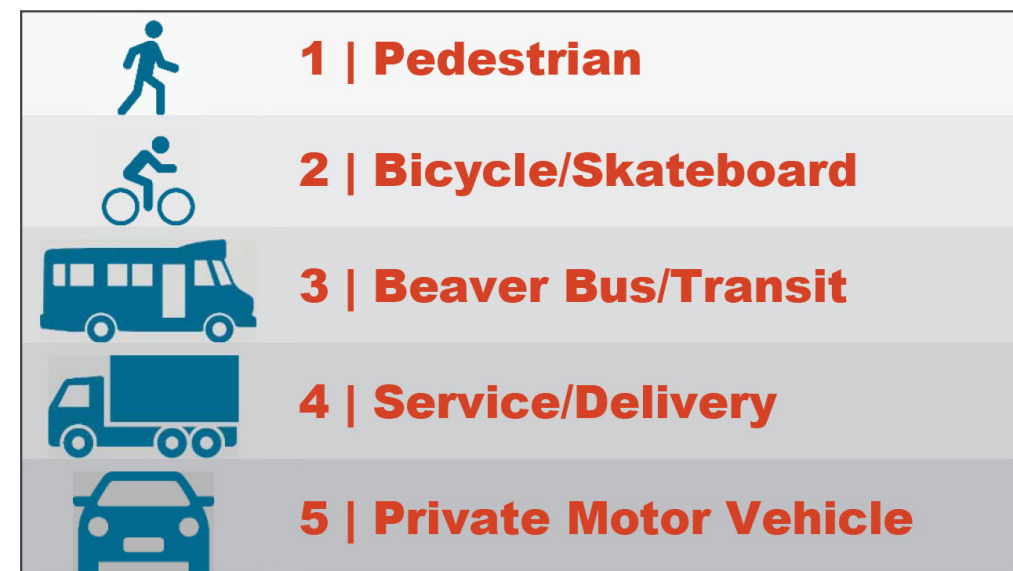
The Transportation Plan comprehensively explains the long-term vision, policies and procedures for the Pedestrian and Bicycle Priority Zone, including the needed infrastructure and communications to complete the project. It lays out a phased implementation of an expanded area of vehicle restrictions, consistent with the campus modal priorities (Figure 20).

The OSU Sustainable Transportation Strategy emphasizes the importance of this project and recognizes that it will signal a clear cultural (and concrete) commitment to sustainable transportation. Successful implementation and expansion of the Pedestrian and Bicycle Priority Zone would reduce congestion and user conflicts and encourage pedestrian, biking, micromobility and shuttle rides for intra-campus trips.

### Assign a Project Manager

While the OSU Transportation Plan provides a comprehensive outline for implementing this project, its execution will be time consuming and will involve a great deal of interaction with a broad cross-section of campus stakeholders. Realistically, taking action on this project will require funding a dedicated staff person to serve as a project manager. In addition to the staffing cost, OSU will identify funding for necessary infrastructure for implementation as well as ongoing operations, maintenance, and enforcement.

**Figure 19:** OSU Transportation Plan Campus Modal Priorities



Source: Kittelson and Associates

# Pedestrian & Bicycle Priority Zone: Implementation Phases

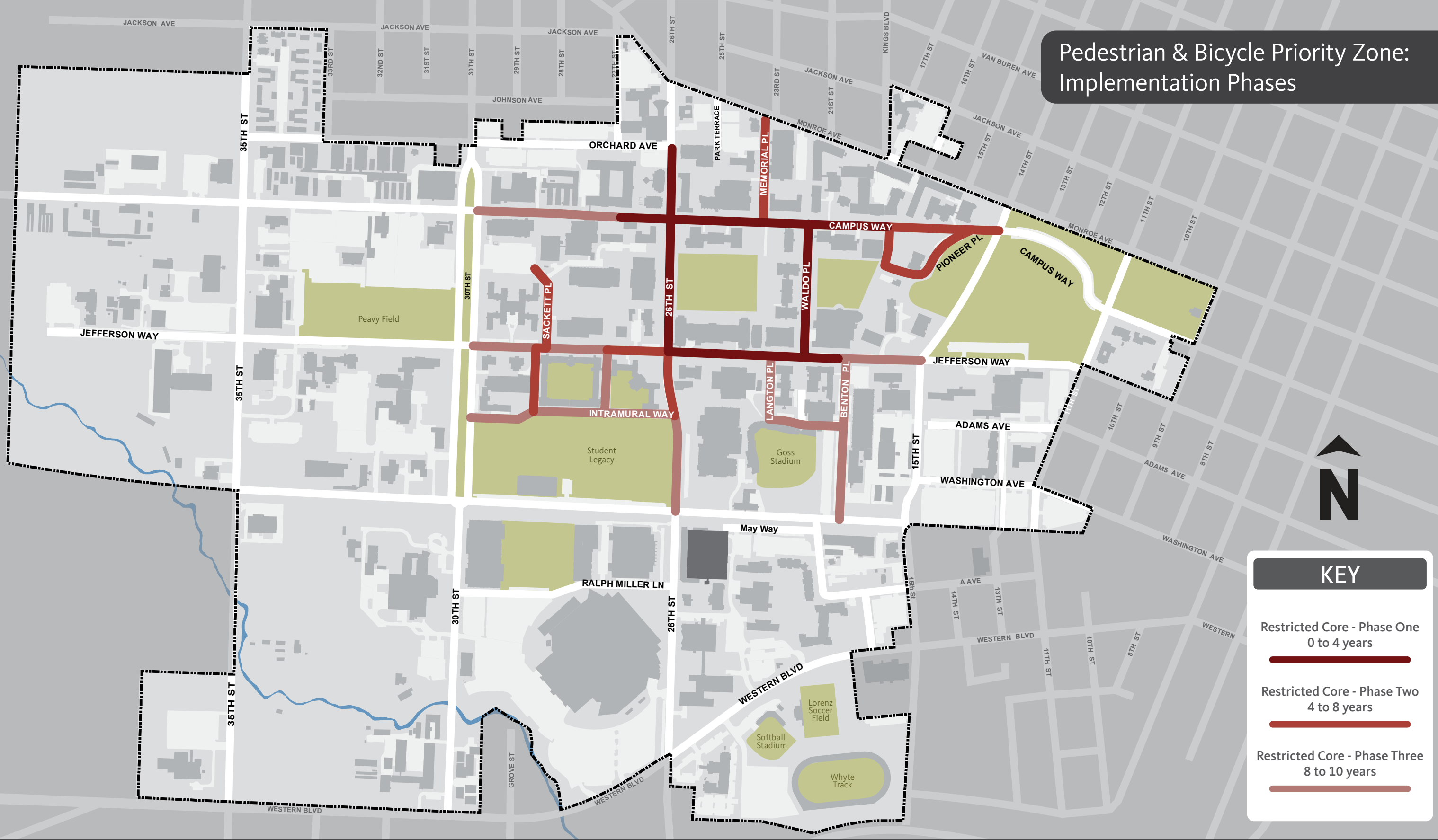


Figure 20: Implementation phases of the Pedestrian and Bicycle Priority Zone from the OSU Transportation Plan