

Circulation

In support of the 2006 *Penn Connects* vision, the University commissioned a multi-modal campus circulation study to model the capacity of the existing road network, promote alternate non-auto oriented modes of commuting and evaluate the short term and long term impact of the proposed building development.

During *Penn Connects* and *Penn Connects 2.0*, the University has added 30.25 acres of new open space, 6 million square feet of new construction, and renovated 2.7 million square feet of space. These capital achievements have influenced commuting patterns and choices as well as the street network throughout and around the campus. In particular, the impact in the medical center precinct has been dramatic.

Enhancements to the South Street Bridge, new protected bike lanes around campus, the installation of four Indego Bike Share stations, and improvements to critical crosswalks, have all been completed since *Penn Connects 2.0*. Future considerations include:

- Pedestrian bridge linking the University City SEPTA station with the Penn Medicine Pavilion
- Improvements to public spaces and transit services as part of the 30th Street Station precinct redevelopment
- Sustainable commuting incentives
- New bicycle and pedestrian enhancements
- Improved access to Pennovation Works.

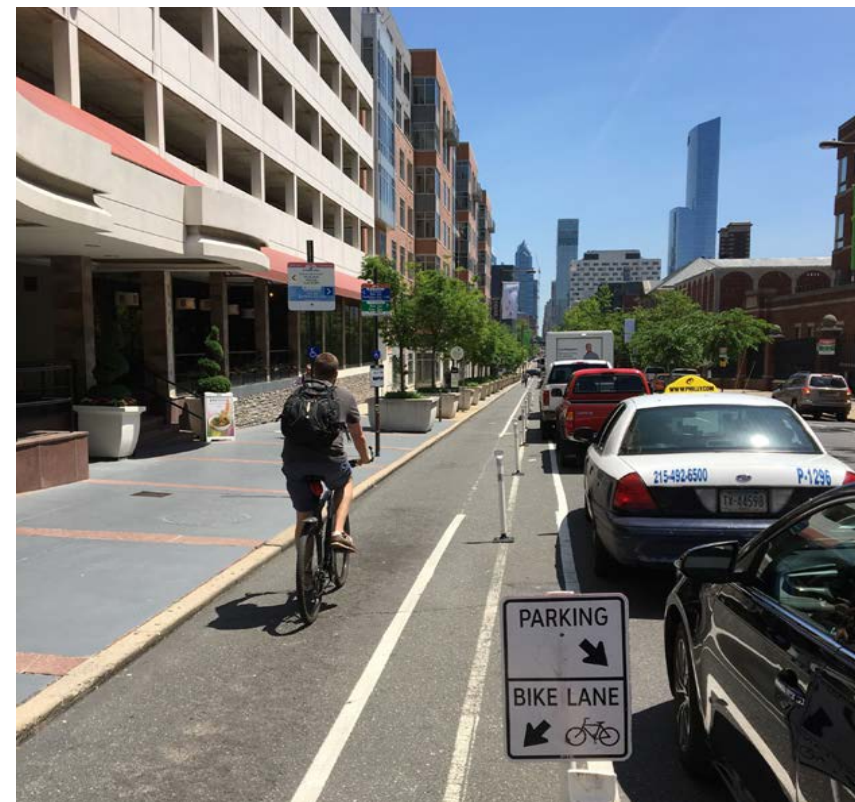
As we embark on new capital initiatives identified in *Penn Connects 3.0*, we seek to review assumptions made in the 2009 plan, evaluate the traffic impact of what has transpired including current vehicular counts and modeling as required, and look to new recommendations to alleviate current congestion while promoting a more balanced multi-modal approach to campus circulation.



Penn Transit Alternative Fuel Bus



Pedestrian Raised Crosswalk at 33rd Street



Chestnut Street Protected Bike Lane



University Avenue Widening