

Chapter

Transportation and Parking

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Key Findings

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This section discusses the institutional master plan, including the development of the plan, the process of implementation, and the role of the institution in the community.

Study Methodology

The study methodology involves a series of steps, including the selection of the study area, the identification of the study population, and the collection and analysis of data.

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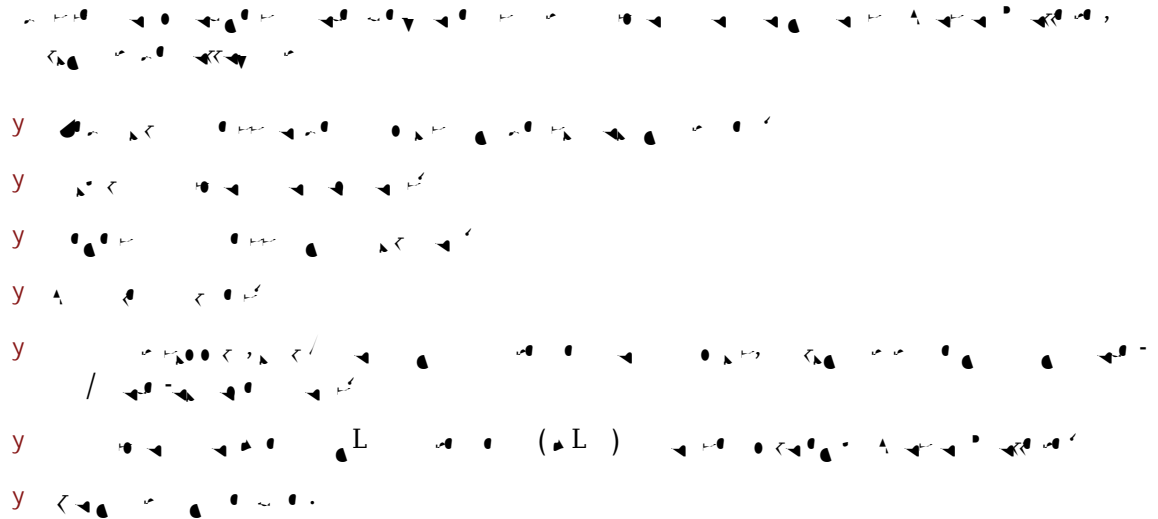
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This section discusses the study methodology, including the selection of the study area, the identification of the study population, and the collection and analysis of data.

Existing Transportation Conditions



Roadway Access

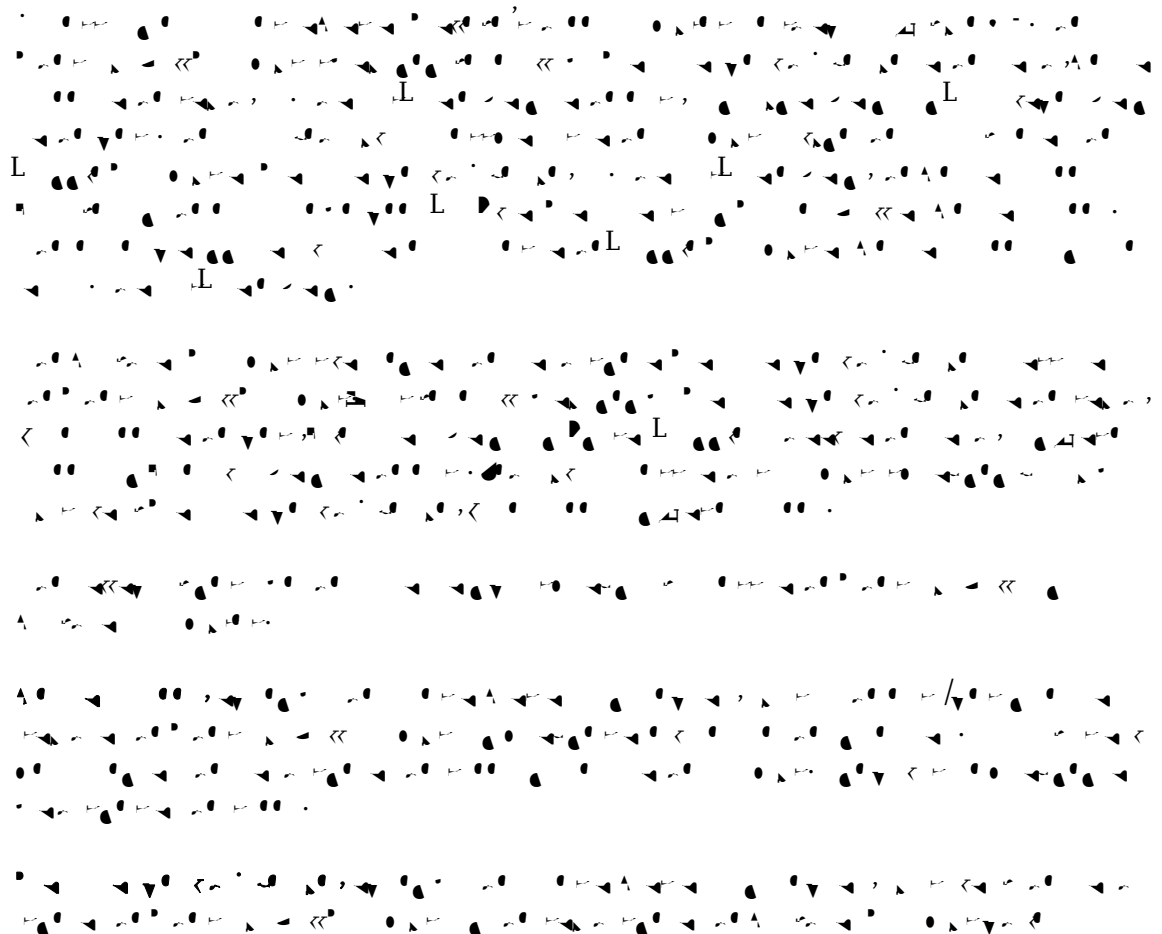


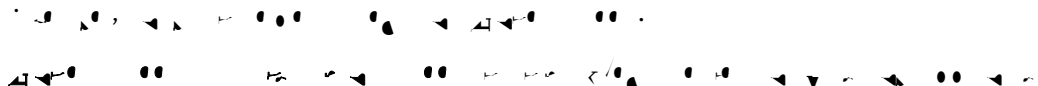
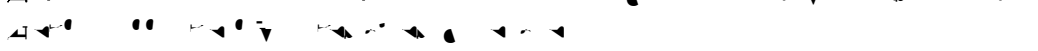


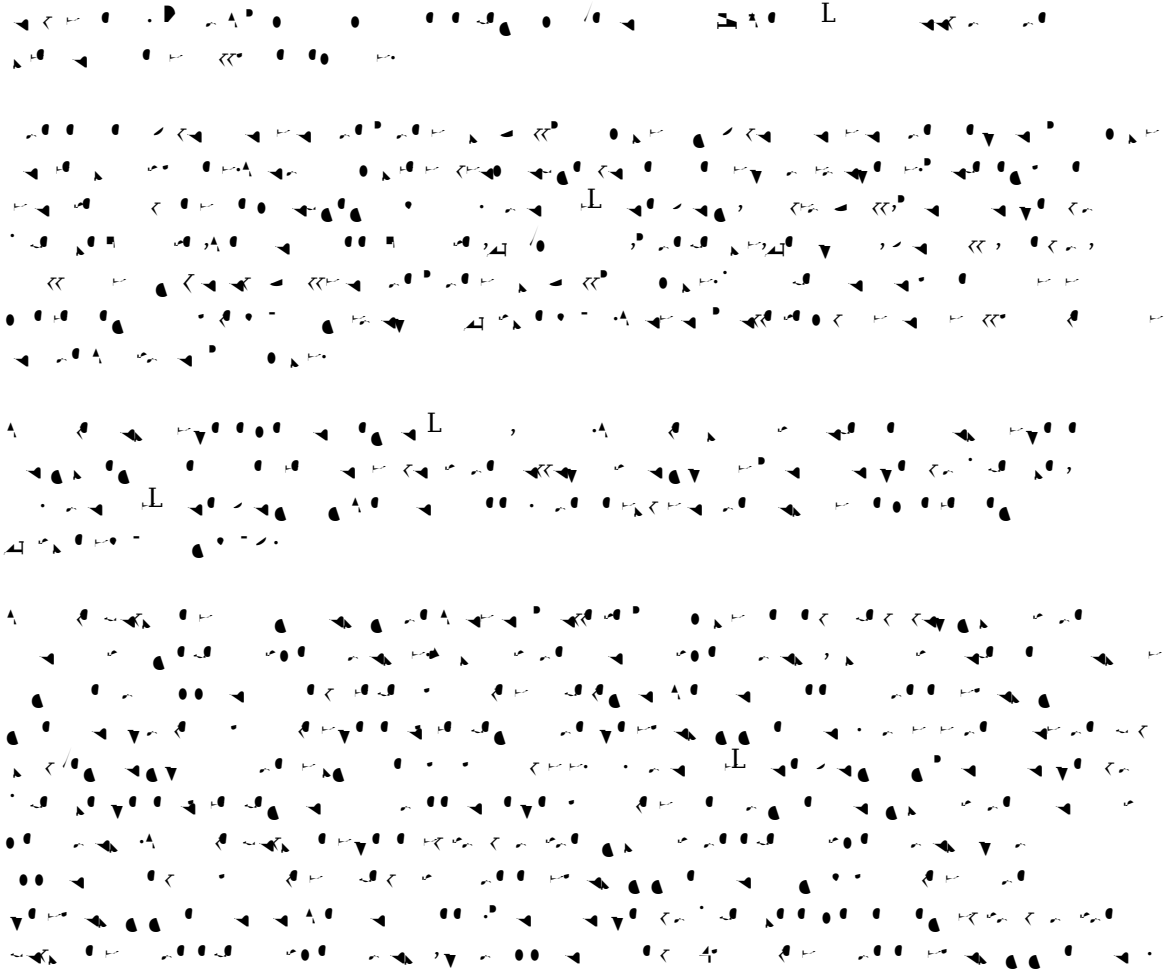
Table 9-1 - Section 200

	2010	2015	2020
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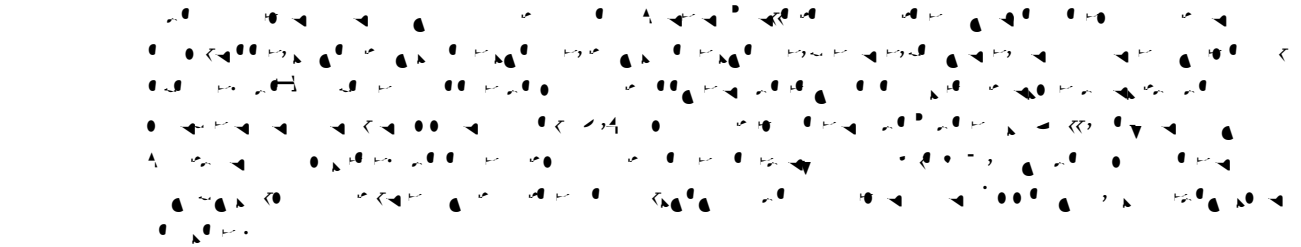
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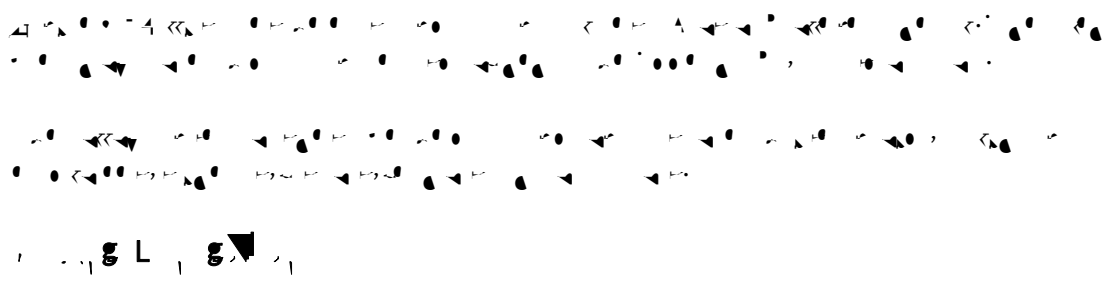


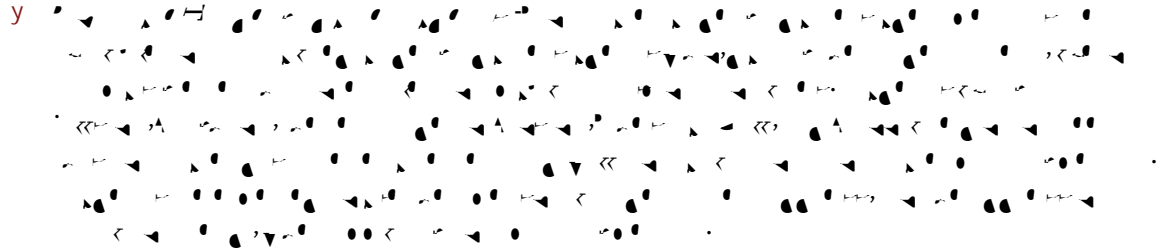
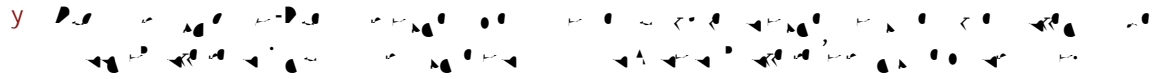
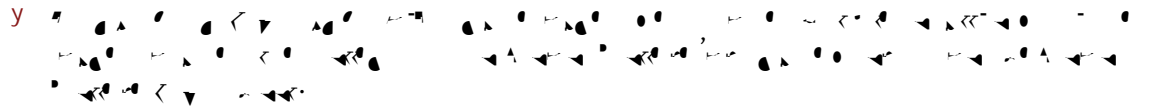
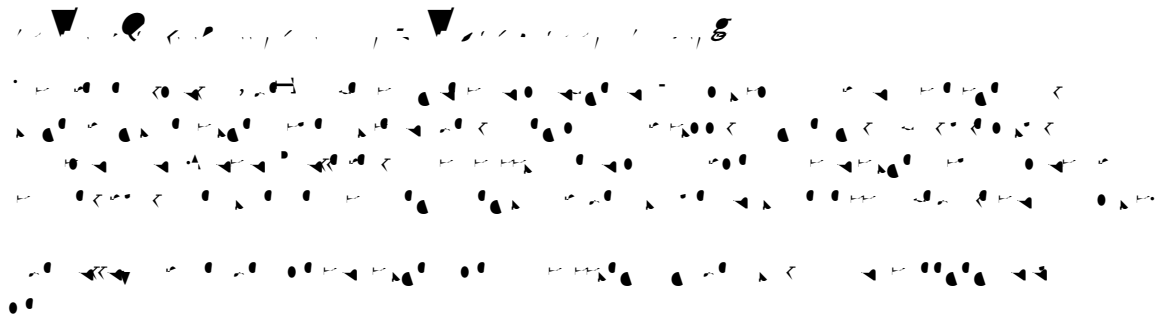
Campus Parking



Area	Count
200	1
1	2
2	2
L	2
10	10
0	0
11	11
1	1
0	0

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2





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Category	Value	Percentage
Category 1	1	0%
Category 2	0	0%
Category 3	0	0%
Category 4	0	0%
Category 5	0	0%

1

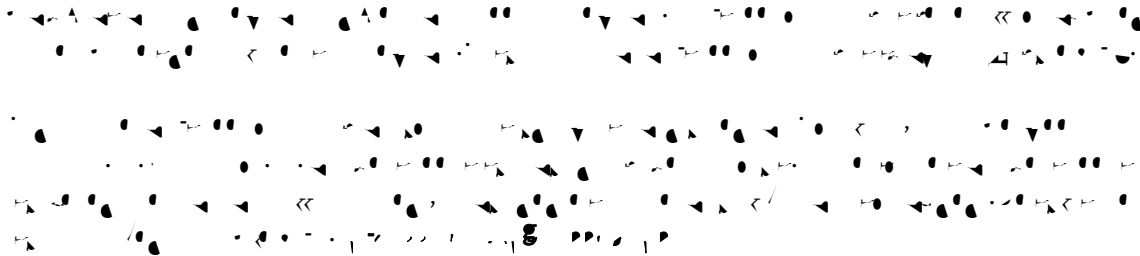
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Category	Value 1	Value 2	Value 3	Value 4	Value 5	Value 6
Category 1	20	10	1	1	2	1
Category 2	11	12	1	20	1	1
Category 3	2	11	1	20	1	1
Category 4	2	1	210	2	1	1
Category 5	1	1	1	22	2	1
Category 6	10	2	1	1	1	1
Category 7	10	1	1	1	1	1
Category 8	102	1	1	1	1	1
Category 9	10	10	1	1	1	1
Category 10	2	10	10	100	1	20
Category 11	10	2	2	12	1	22
Category 12	1	22	1	1	10	11
Category 13	1	1	1	1	1	2
Category 14	2	1	0	2	1	1

1

Off-campus Parking

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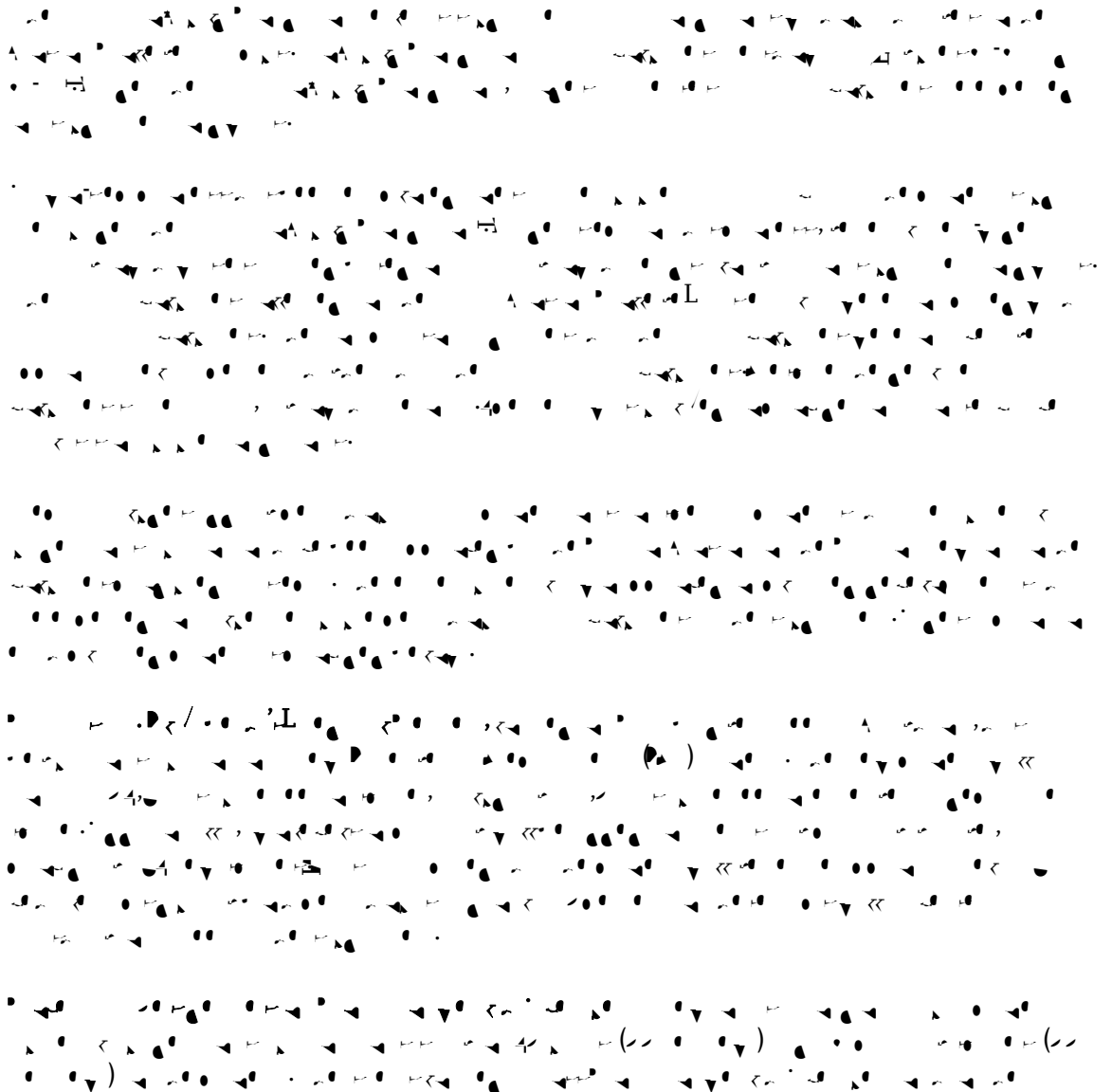




Future Transportation Conditions



2018 No-Build Condition



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The following table provides a summary of the projected changes in the number of students and faculty/staff members over the next 10 years. The data is based on the most recent enrollment and employment figures, and is subject to change based on future developments.

Table 1: Projected Changes in Student and Faculty/Staff Numbers

Category	2020	2025	2030	2035	2040	2045
Undergraduate Students	1,000	1,100	1,200	1,300	1,400	1,500
Graduate Students	500	550	600	650	700	750
Faculty	100	110	120	130	140	150
Staff	200	220	240	260	280	300
Total	1,700	1,980	2,260	2,540	2,820	3,100

The projected increase in student numbers is primarily driven by the growth in undergraduate enrollment, which is expected to continue at a steady pace. Graduate enrollment is also projected to grow, though at a slower rate than undergraduate enrollment.

The projected increase in faculty and staff numbers is primarily driven by the need to support the growing student body. Faculty numbers are expected to increase in line with the growth in student numbers, while staff numbers are expected to increase more rapidly due to the need for additional administrative and support services.

Table 9-11. Daily Average Peak Hour Traffic Volumes

Location	Year	AM Peak Hour	PM Peak Hour	Peak Hour	Peak Hour	Peak Hour
L. 1000	2010	24	20	0	-102	21
	2015	4	4	0	-	4
	2020	0	1	0	-1	2
L. 1000	2010	1	12	0	-4	11
	2015	2	1	0	-102	20
	2020		0	0	-1	

Source: Boston College Transportation and Parking Department, 2010-2015.

Notes: See Table 9-10.

The table above shows the daily average peak hour traffic volumes for the L. 1000 and L. 1000 locations. The data is presented for the years 2010, 2015, and 2020. The columns represent the AM Peak Hour, PM Peak Hour, Peak Hour, Peak Hour, and Peak Hour. The rows represent the locations L. 1000 and L. 1000. The values are as follows:

Location	Year	AM Peak Hour	PM Peak Hour	Peak Hour	Peak Hour	Peak Hour
L. 1000	2010	24	20	0	-102	21
	2015	4	4	0	-	4
	2020	0	1	0	-1	2
L. 1000	2010	1	12	0	-4	11
	2015	2	1	0	-102	20
	2020		0	0	-1	

Table 9-12. Daily Average Peak Hour Traffic Volumes

Location	Year	AM Peak Hour	PM Peak Hour	Peak Hour	Peak Hour	Peak Hour
L. 1000	2010	24	20	0	-102	21
	2015	4	4	0	-	4
	2020	0	1	0	-1	2
L. 1000	2010	1	12	0	-4	11
	2015	2	1	0	-102	20
	2020		0	0	-1	

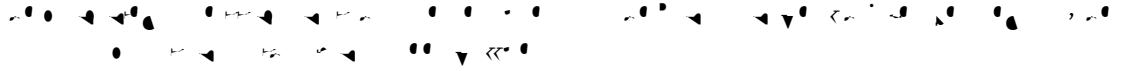
Source: Boston College Transportation and Parking Department, 2010-2015.

The table above shows the daily average peak hour traffic volumes for the L. 1000 and L. 1000 locations. The data is presented for the years 2010, 2015, and 2020. The columns represent the AM Peak Hour, PM Peak Hour, Peak Hour, Peak Hour, and Peak Hour. The rows represent the locations L. 1000 and L. 1000. The values are as follows:

Location	Year	AM Peak Hour	PM Peak Hour	Peak Hour	Peak Hour	Peak Hour
L. 1000	2010	24	20	0	-102	21
	2015	4	4	0	-	4
	2020	0	1	0	-1	2
L. 1000	2010	1	12	0	-4	11
	2015	2	1	0	-102	20
	2020		0	0	-1	

The table above shows the daily average peak hour traffic volumes for the L. 1000 and L. 1000 locations. The data is presented for the years 2010, 2015, and 2020. The columns represent the AM Peak Hour, PM Peak Hour, Peak Hour, Peak Hour, and Peak Hour. The rows represent the locations L. 1000 and L. 1000. The values are as follows:

Location	Year	AM Peak Hour	PM Peak Hour	Peak Hour	Peak Hour	Peak Hour
L. 1000	2010	24	20	0	-102	21
	2015	4	4	0	-	4
	2020	0	1	0	-1	2
L. 1000	2010	1	12	0	-4	11
	2015	2	1	0	-102	20
	2020		0	0	-1	

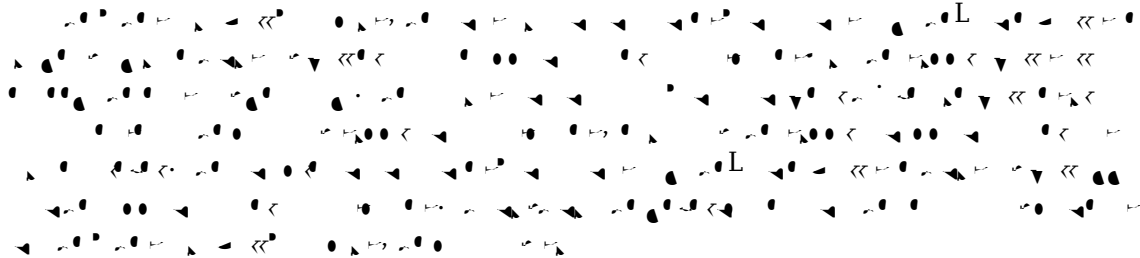
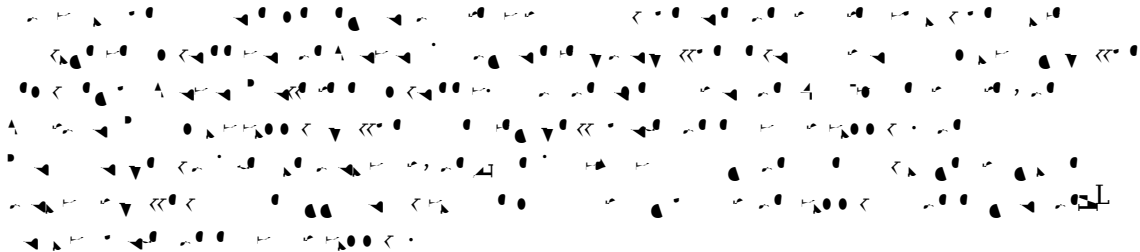




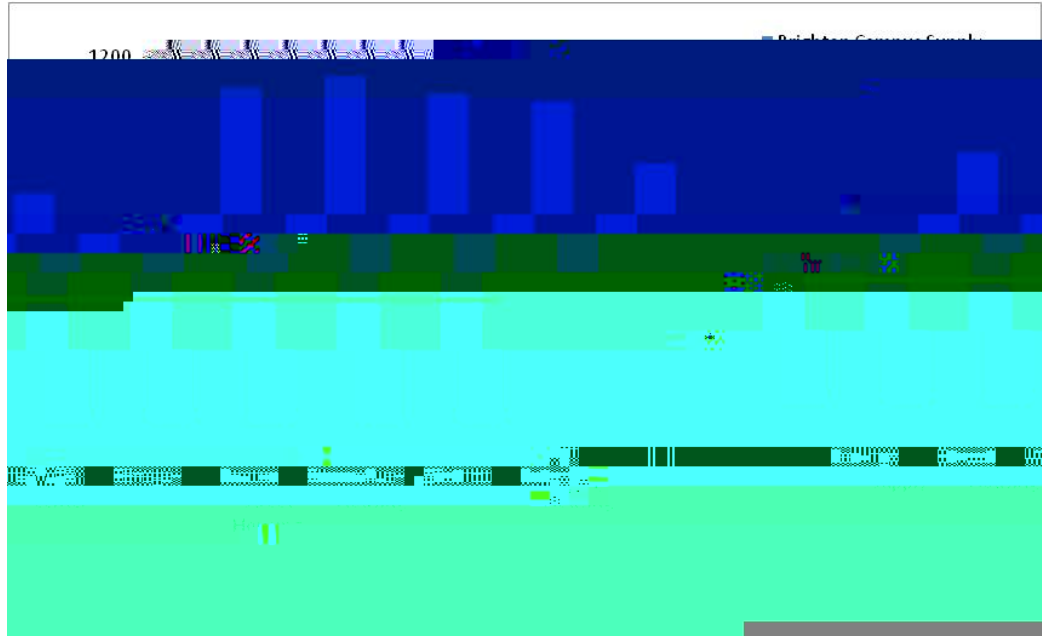
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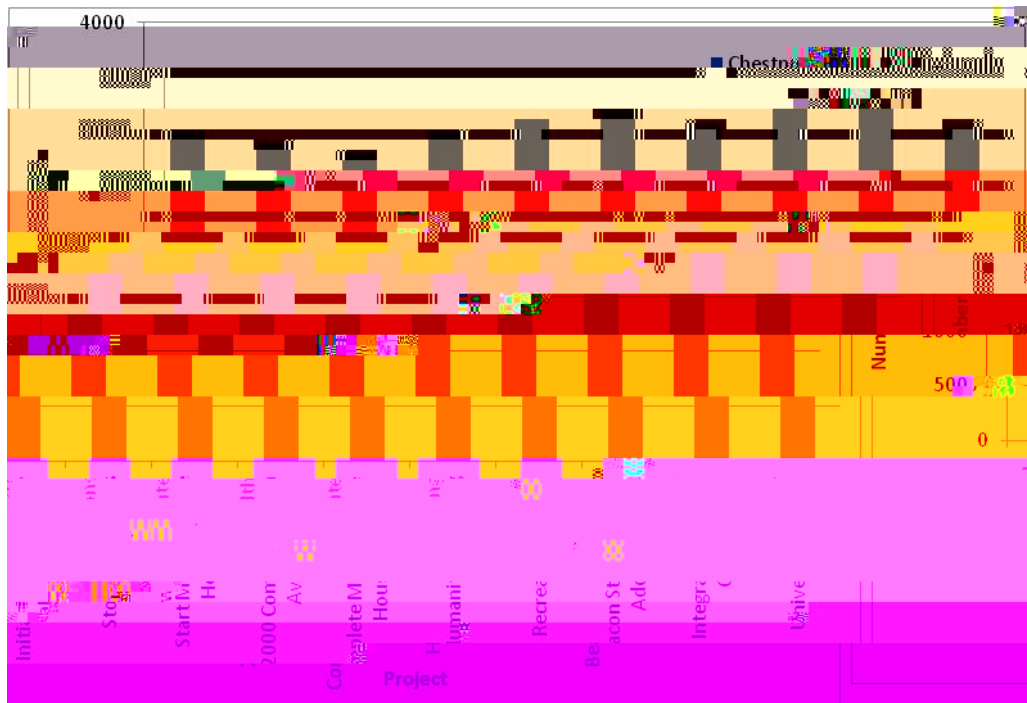
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	-1	+0.	0	-1,220
	<u>+0</u>	<u>+4</u>	<u>+10</u>	<u>+1,2</u>
	,0		2	,0.



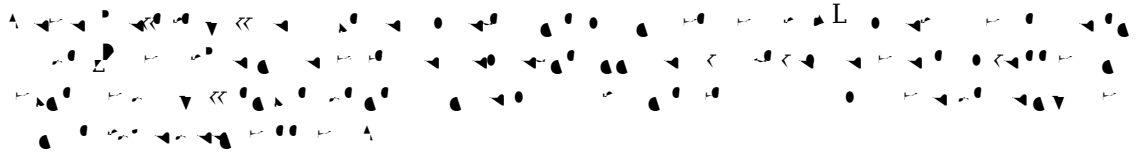
Navigation icons: back, forward, search, and other controls.



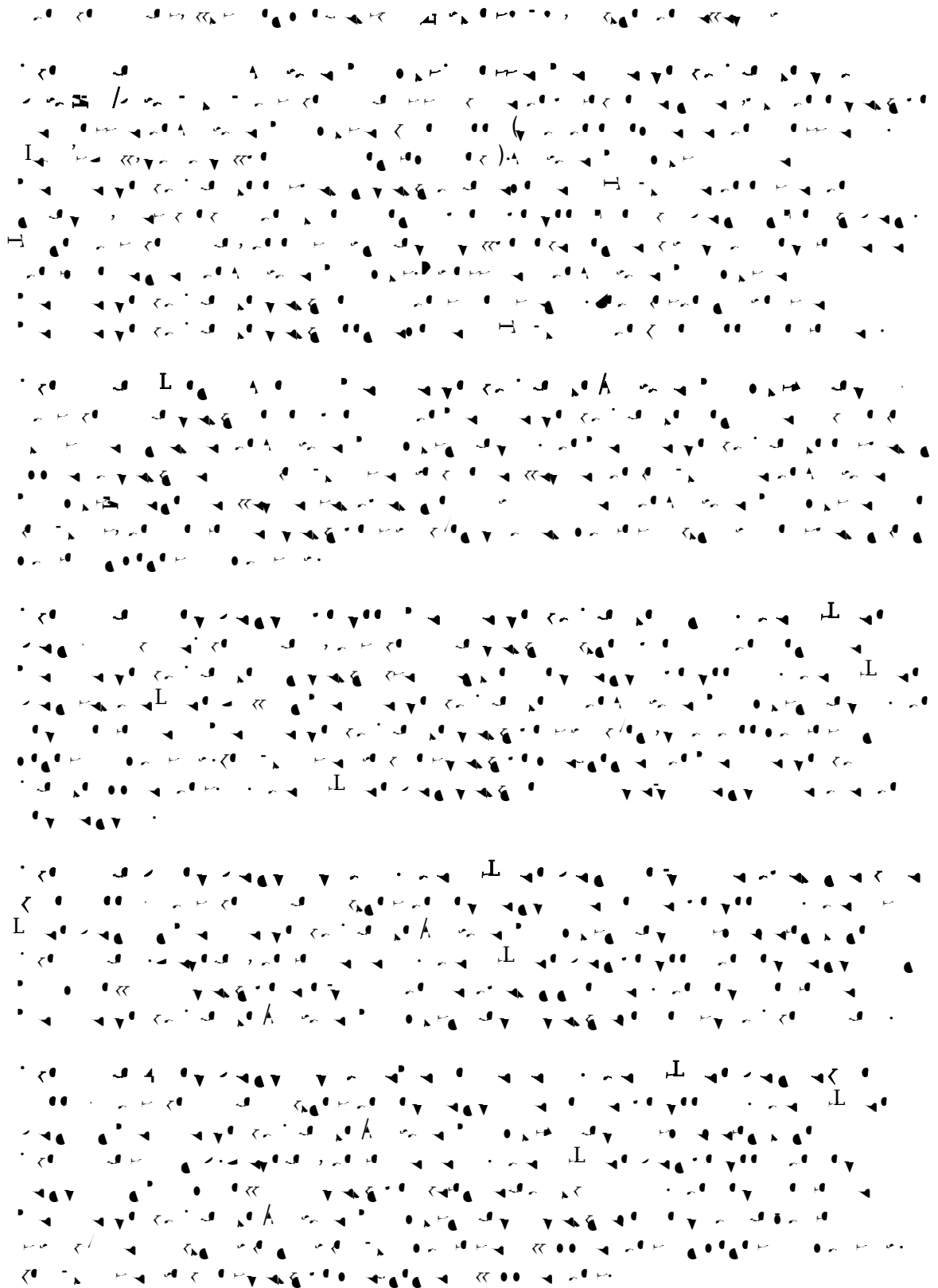
Navigation icons: back, forward, search, and other controls.



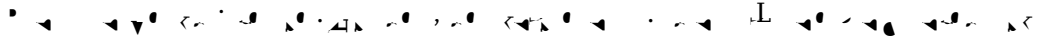
Transportation Demand Management











200	201	201
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Table 2. Institutional Master Plan: Transportation and Parking

Category	2008		2011		Change	%	2011		Change	%
	Actual	Planned	Actual	Planned			Actual	Planned		
Faculty	-	-	-	-	11	%	-	-	-	%
Staff	-	22.2	-	21.1	-	-	-	21.1	-	-
Students	-	-	-	-	101	%	-	-	-	%
Faculty	±	±0.0	±	±0.0	-	-	±	±0.0	-	-
Staff	±	±0.0	±	±0.0	-	-	±	±0.0	-	-
Students	-	-	-	-	100	±%	-	-	100	±%
Faculty	±	±0.0	±	±0.0	-	-	±	±0.0	-	-
Staff	±	±0.0	±	±0.0	-	-	±	±0.0	-	-
Students	-	-	-	-	±	±%	-	-	-	2%

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Appendix 1 - Survey Results

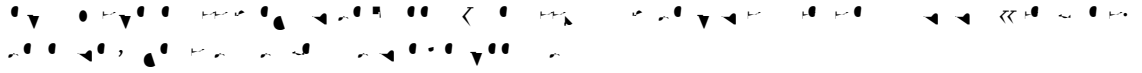
Category	Percentage
...L...	2%
...	1%
...L...	2%
...	0%
...	1%



Appendix 2 - Survey Results

Category	Percentage
...	5%
...	22%
...	1%
...	1%
...	22%

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Short-term Construction Operations/
Construction Management Plan



Location

Location	L. 1.1.1.1			L. 1.1.1.2			L. 1.1.1.3		
	(value)	L. 1.1.1.1*	L. 1.1.1.1% ()*	(value)	L. 1.1.1.2*	L. 1.1.1.2% ()*	(value)	L. 1.1.1.3*	L. 1.1.1.3% ()*
Location 1	0	0		0.0			> 0.0	0.	
Location 2	22.	0.	2	2.2	0.1	#2.1	2.	0.0	# 0
Location 3	0.0	1.0	# 1	0.0	1.0	# .	> 0.0	1.0	# .

Location (m) (m) (m)

Location	L (m)			L (m)			L (m)		
	(m)	L (%)	L (%)	(m)	L (%)	L (%)	(m)	L (%)	L (%)
1.2	0.			2.			1.	0.	
1.2	0.0	0		2.	0.1	#	> 0.0	1.0	# 2
1.2	0.2	20		1.2	0.2	▼ 1	2.	0.1	▼ 1 1
1.2	0.1	#12		1.	0.1	#12	1.	0.1	#12
2.	0.1	1 1		1.	0.1	12	2.	0.1	1 2
0.0	1.0			0.0			> 0.0	1.0	

... L. ... (...)

	L. ...	L. ...	L. ...
...	... (*) ... 0.02	... 0.02 0.0 2L ... 10 0.	... 0. 1. ... 1.2 .02 ... 0g ... () ... 2 10 ... 0 12 .2 1.

0.4 1 \ C

→ 1998 → 2000 → 2002 → 2004 → 2006 → 2008 → 2010 → 2012 → 2014 → 2016 → 2018 → 2020

→ 2020 → 2022 → 2024 → 2026 → 2028 → 2030

Table 1. Summary of the data used in the analysis (continued)

Study	Study 1 (n = 100)			Study 2 (n = 100)			Study 3 (n = 100)		
	Age (M)	SD	Range	Age (M)	SD	Range	Age (M)	SD	Range
Study 1	1.0	0.2	2	1.0	0.2	2	1.2	0.0	2
Study 2	1.0	0.1	1/	1.0	0.2	1/	1.0	0.2	1/
Study 3	1.0	0.1	1	1.0	0.1	1	1.0	0.1	1
Study 4	1.0	0.2	1	1.0	0.0	112	1.0	0.1	12
Study 5	1.0	0.1	1	1.0	0.1	1	1.0	0.0	1
Study 6	1.0	0.2	1	1.0	0.1	2	1.0	0.0	1