



Transportation



Brighton Campus. Both the MBTA Green Line Cleveland Circle C Branch and the Riverside D Branch are within one mile east and south, respectively, of both campuses. Both these stops are served by the Boston College Shuttle Service. The three branches are described below:

Boston College B Branch operates between Boston College and Government Center on 5-minute headways during rush hours and on 8-minute headways throughout the day on weekdays. The Boston College stop, located on Commonwealth Avenue, serves both the Chestnut Hill and Brighton campuses. Service is provided between 5:01 AM and 12:10 AM during the week, between 4:45 AM and 12:10 AM on Saturdays, and between 5:20 AM and 12:10 AM on Sundays.

Cleveland Circle C Branch operates between Cleveland Circle and North Station on 6-minute headways during rush hours and throughout the day on weekdays. The Cleveland Circle stop is located within one mile of both the Chestnut Hill and Brighton campuses. Service is provided between 5:01 AM and 12:10 AM during the week, between 4:50 AM and 12:10 AM on Saturdays, and between

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minor entrances to the Middle Campus on Beacon Street and an exit on St. Thomas More Road.

The Brighton Campus is located on the north side of Commonwealth Avenue across from the Chestnut Hill Campus. It is generally bounded by Commonwealth Avenue to the south, Lake Street to



Bicycles



Table 6-1
Boston College Bicycle Parking Inventory

Location	Number of Spaces
Chestnut Hill Campus	
90 St. Thomas More Road	24
Bapst Library	32
Carney Hall	10
Conte Forum	16
Cushing Hall	32
Devlin Hall	32
Flynn Recreation Complex	12
Lyons Hall - North	16
Lyons Hall - South	6
McElroy Commons	10
McGuinn Hall	16
Merkert Center	24
O'Neill Library	32
Commonwealth Avenue Garage	10
Vanderslice Hall	<u>26</u>
<i>Chestnut Hill Campus Subtotal-</i>	<i>298</i>
 Newton Campus	



Table 6-2
Existing Parking Space Inventory (May 2007)

<u>Campus/Parking Facility</u>	<u>Parking Spaces</u>
Chestnut Hill Campus	
Commonwealth Garage	958
Beacon Street Garage	825
Upper	91
Middle	284
Hammond Triangle	130
Lower	<u>723</u>
Chestnut Hill Campus Total	3,011
Newton Campus	673



Both criteria must be met by resident undergraduate students in order to obtain a permit. Exceptions are made for handicapped students.

Graduate/Off-Campus Parking

Boston College provides the opportunity for a small number of graduate students to





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Transportation Demand Management

Boston College's Chestnut Hill Campus location at the end of the MBTA Green Line B Branch and the provision of shuttle bus service to the C and D Branches of the Green line provide the University with transit access for commuters, students, and visitors. The University actively supports efforts to reduce automobile use by faculty, staff, students, and visitors traveling to the campus. Many actions to support this goal are actively employed by Boston College, including:

Transit. Boston College is served by the MBTA Green Line B Branch and provides shuttle bus service to the Cleveland Circle and Reservoir MBTA stops on the C and D Branches of the Green Line. Students can purchase a Semester Pass through the University and receive an 11 percent discount on MBTA passes. The University is currently investigating a program to provide pre-tax sales of MBTA passes to employees.



Boston College will continue to improve and expand its TDM programs to provide additional travel options for employees and students to reduce the demand for parking and ease traffic impacts to the roadways and neighborhood streets in Brighton. In addition, the University's plans to house more undergraduate students on campus may also serve to reduce automobile travel to the campus by reducing the

percent followed by transit at 26 percent. Only 6 and 4 percent, respectively, of faculty and staff use transit and walk.

**Table 6-3
Projected Campus Population Changes**

Population	Expected Change Over Ten-Year Period
Undergraduate Students	No Change
Graduate Students	+342
Faculty	+100
Staff	+12

**Table 6-4
Mode Share and Vehicle Occupancy Rate for Faculty, Staff and Students**

Mode	Faculty/Staff	Students	Weighted Average ¹
Drive	80%	26%	37%
Transit	6%	26%	22%
Walk	4%	32%	26%
Bicycle/Other	10%	16%	15%
Vehicle Occupancy Rate	1.05	1.25	1.21

¹ The individual mode shares for students and faculty/staff were multiplied by the current population of each group. The results were summed and divided by the total population of both groups to establish a single mode share for both groups taken together.

Daily and peak hour ITE trip generation rates¹ were used to project additional vehicular travel demand associated with the projected increase in graduate students and faculty/staff. ITE has two sets of rates for colleges and universities. One uses the number of faculty/staff as the independent variable while the other uses the



The total projected person trips were assigned to each mode using the weighted mode shares for Boston College shown in Table 6-4. A weighted mode share was used because ITE does not provide separate projections for student trips and for faculty/staff trips. The person trips calculated to travel by vehicle were converted into vehicle trips (number of vehicles) by dividing the vehicular person trips by the weighted VOR for Boston College, which is also presented in Table 6-4.

The projected numbers of entering and exiting vehicle trips for the morning peak hour (AM Peak), evening peak hour (PM Peak) and daily conditions are presented in Table 3-5. The expected increase in vehicle trips with the projected student and faculty/staff increases is approximately 60 and 97 trips, respectively, in the morning

**Table 6-6
Ten-Year Plan Parking Changes**

	Chestnut Hill Campus	Brighton Campus	Newton Campus	Total
Existing Parking Spaces	3,011	788	673	4,472
Displaced Spaces	-729	-425	0	-1,154
New Parking Spaces	+540	+500	+150	+1,190
Net Change in Parking	- 189	75	150	36
Total Future Parking	2,822	863	823	4,508

The major parking changes proposed during the term of the IMP include:

The displacement of about 1,150 existing parking spaces to accommodate new projects on all three campuses. About 730 spaces will be displaced on the Chestnut Hill Campus and about 425 spaces will be displaced on the Brighton Campus.

Construction of new parking spaces on the Chestnut Hill, Brighton and Newton campuses to replace existing spaces lost to proposed institutional projects:

- Ø A 500-space parking garage on the Brighton Campus near the Athletic Complex. This garage will serve the entire Brighton Campus and the Chestnut Hill Campus through future shuttle service.
- Ø A 350-space addition to the Beacon Street garage in a new bay on the eastern side of the existing 830-space garage.
- Ø A 90-space parking facility underneath the proposed academic building on Beacon Street in the Middle Campus.
- Ø The addition of 150 surface spaces on the Newton Campus.

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Proposed and Potential Transportation Infrastructure Changes

In addition to the new buildings described in Chapter 3, there are several transportation infrastructure changes that are proposed or under consideration. These include improving traffic access, relocating and upgrading the Boston College Green Line station, and enhancing and expanding the pedestrian network.

Boston College's planning for the future also includes consideration of three major infrastructure changes: Relocation of St. Thomas More Road, upgrading of the



MBTA Boston College Green Line station, and improvement and expansion of pedestrian ways and open space.

St. Thomas More Road Relocation

Improve traffic flow at Lake Street and Commonwealth Avenue, Boston College. Proposes a re



Any changes in the existing alignment of St. Thomas More Road will require the approval of the Department of Conservation and Recreation (DCR) and the Boston Transportation Department (BTD). The IMP will include a full evaluation of the transportation impacts of both the proposed future projects and the associated transportation and parking infrastructure changes.

MBTA Boston College Green Line Station

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landscaped areas which provide places for members of the Boston College community for passive recreation and contemplation as well as providing the framework for an attractive pedestrian environment.

On the Brighton Campus, major natural features are maintained to provide a buffer between the campus and the neighboring residential areas. These include preservation of the orchard area on the east side next to Greycliff Road and Lane Park, and the heavily treed area on the west side adjacent to Lake Street.

The ten-year plan initiates development of the linked quadrangles and the pedestrian environment. In particular, parking and vehicular access will be eliminated from the center of Lower Campus and replaced with a broad pedestrian plaza in front of Conte Forum and the Yawkey Center. Open space that will form a portion of the major Lower Campus quadrangle will be provided between the proposed University Center and the Recreation Center. Improved pedestrian access to the Brighton Campus will be provided via the reconfiguration of the More Hall site, a reconstructed crossing at the Lake Street/Commonwealth Avenue intersection, and the new crossing of Commonwealth Avenue if St. Thomas More Road is relocated.

Construction Management

Boston College will develop a detailed evaluation of potential short-term construction-related transportation impacts during the course of planning for each project. This will include consideration of construction vehicle traffic routing, construction worker parking, and pedestrian access around construction sites. A detailed Construction Management Plan will be developed and submitted to the Boston Transportation Department (BTD) for approval.

Construction vehicles will be necessary to move construction materials to and from



has been the case in past construction projects, that this will be a considerable disincentive.

As the project progresses, Boston College will work with representatives of the cities of Boston and Newton to develop and ensure the effectiveness of the program of measures to minimize short-term, construction-related transportation impacts.