

Transportation

This chapter presents an overview of the existing Boston College transportation system and a summary of the traffic and parking impacts of the projects proposed by Boston College over the next ten years. These include the proposed future projects on the Boston portion of the Chestnut Hill Campus and on the Brighton Campus, as well as planned projects on the Newton portion of the Chestnut Hill Campus and Newton Campus.

The first section provides a brief overview of the existing transportation infrastructure at Boston College. This discussion includes public transportation, area roadways, parking, and Transportation Demand Management (TDM) actions. The second section provides a summary of the specific projects proposed within the term of the IMP, along with an assessment of the associated transportation changes. Finally, an overview of the planned approach to construction management is provided.

Existing Transportation Conditions

This section provides an overview of existing transportation conditions at Boston College. The following items are included:

- A discussion of available public transportation options to Boston College;
- A description of existing vehicular access to the campus;
- An inventory of existing parking spaces and an overview of parking management on campus; and
- Current Transportation Demand Management (TDM) actions employed by Boston College.

Public Transportation

The public transportation serving the area around Boston College is shown in Figure 6-1. Boston College is located at the terminus of the MBTA Green Line Boston College B Branch. The Boston College stop is located on the north side of Commonwealth Avenue, north of the Chestnut Hill Campus and west of the

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 5:30 AM and 12:10 AM on Sundays.
- ▶ **Riverside D Branch** operates between Riverside and Government Center on 5-minute headways during rush hours and on 10-minute headways through the day on the weekdays. The Reservoir stop is located within a mile of both campuses while the Chestnut Hill stop is located one-half mile south of the Chestnut Hill Campus. Service is provided between 4:56 AM and 12:05 AM during the week, between 4:55 AM and 12:00 AM on Saturdays, and between 5:40 AM and 12:00 AM on Sundays.

The MBTA also operates several bus routes along Washington Street which is within a quarter mile of the northern edge of the Brighton Campus and along Chestnut Hill Avenue which is within a quarter mile of the eastern edge of the Brighton Campus (also shown on Figure 6-1). These lines are about one mile from the Chestnut Hill Campus.



Boston College Shuttle Bus Services

Boston College provides shuttle bus services for students and employees of the Chestnut Hill, Brighton and Newton campuses. These services are shown on Figure 6-2 and described below:

- ▶ The **Boston/Commonwealth Avenue Shuttle** service provides a Boston Direct Route and an All Stops route which run every 15-20 minutes. The Boston Direct Route provides service Monday through Friday 7:00 AM – 12:00 PM while the All Stops route operates Monday through Friday 12:00 PM – 2:00 AM and Saturday through Sunday 8:00 AM – 2:00 AM. The Boston Direct Route stops at

Conte Forum, opposite Greycliff Hall, 2000 – 2012 Commonwealth Avenue, Reservoir Green Line MBTA Stop at Cleveland Circle, Bank of America on Chestnut Hill Avenue, Chiswick Road, Corner of Commonwealth Avenue and Chestnut Hill Avenue, South Street, Greycliff Hall, and Robsham Theater. The All Stops route makes all of these stops plus McElroy Commons on Beacon Street, Donaldson House on College Road, and the Main Gate at the Chestnut Hill Campus.

- The **Newton Shuttle** transports students and employees between the Newton Campus and the Chestnut Hill Campus via Commonwealth Avenue. Service is provided every 30 minutes during the morning and every 15-20 minutes during the daytime. Five distinct routes are provided:
 - The Weekday Eagle Direct – this route runs Monday through Friday 7:00 AM to 3:00 PM and stops at Stuart Hall, the Newton Campus Main Gate and the Chestnut Hill Campus Main Gate.
 - Weekday Limited Stops – this route runs Monday through Friday 3:00 PM to 6:00 PM and stops at Stuart Hall, the Newton Campus Main Gate, Chestnut Hill Campus Main Gate, McElroy Commons on Beacon Street, Donaldson House on College Road and Duchesne Hall on the Newton Campus.
 - The Weekday All Stops – this route stops at all of the previously mentioned locations and operates Monday through Friday 6:00 PM – 2:00 AM.
 - Weekend Limited Stops – this route makes stops at Stuart Hall on the Newton Campus and at Conte Forum every half hour Saturday through Sunday.
 - Weekend All Stops – this route makes stops at Stuart Hall, the Newton Campus Main Gate, the Chestnut Hill Campus Main Gate, the Robsham Theater, Conte Forum, McElroy Commons on Beacon Street, Donaldson House on College Road and Duchesne Hall on the Newton Campus.
- The **Employee Shuttle** provides service between the Brighton Campus and the Chestnut Hill Campus Monday through Friday from 8:45 AM – 6:40 PM. Service is provided every 30 minutes and does not operate on weekends or University holidays. This shuttle service is also suspended during the summer but Boston College is currently evaluating possible changes to this operation.



Roadway Access

Figure 6-3 shows the roadways and driveways serving all three Boston College campuses. The Chestnut Hill Campus is bounded generally by Commonwealth Avenue to the north, Beacon Street to the south, St. Thomas More Road to the east, and Tudor Road and Mayflower Road to the west. The main vehicular access points to the campus include the main gate on the Middle Campus on Commonwealth Avenue, St. Thomas More Road, the Beacon Street Garage and the entrance between McElroy Commons and Carney Hall off Beacon Street. There are two additional

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 the west, by Glenmont Road and Edison Middle School to the north, and Foster Street and Greycliff Road to the east. Vehicular access to this campus is provided via curb cuts along Commonwealth Avenue, Lake Street and Foster Street.

The Newton Campus is located almost one-half mile north of Commonwealth Avenue along the west side of Center Street in Newton. The main entrance is on Center Street and secondary entrances are located on Mill Street and Colby Road which border the campus on the south and north sides respectively.



Pedestrians and Bicycles

Pedestrians

Boston College provides pedestrian paths throughout its Chestnut Hill Campus. Due to the topography in this area, stairs provide access between the Lower and Middle campuses. Handicap access between the Lower and Middle campuses is available via elevators in the Commonwealth Avenue Garage and 21 Campanella Way. Many students, faculty and staff use these elevators. There are also stairs between the Middle and Upper campuses. Since most undergraduate students live on-campus, walking to class is the dominant mode.

Boston College supports the Walking Escort Service to provide safe night-time pedestrian travel on the Chestnut Hill Campus to members of the Boston College community. The service provides added safety for pedestrians traveling from one on-campus location to another on-campus location, while encouraging increased usage of campus facilities at night. Five walking escorts are available between 7:00 PM and 2:00 AM. There are blue light emergency call facilities located throughout the campus

The Newton Campus has a series of accessible paths that connect the buildings to each other and to adjacent parking areas. On the Brighton Campus, there are a limited number of pedestrian pathways. Because of the low volume of traffic, most pedestrian travel between buildings or through the campus is on the campus roadways.

Bicycles

Boston College offers many services to bicyclists to aid in their commute and in securing their equipment. Both campuses have several bike rack locations and locker areas with showers. There are 15 locations on the Chestnut Hill Campus and six locations on the Newton Campus for securing bikes. No bike racks have been placed on the Brighton Campus as of this time. Indoor bike storage facilities are provided in the Merkert Center and the Flynn Recreation Complex. Scooters are allowed in the Commonwealth Avenue Garage. An inventory of bike racks is presented in Table 6-1 and shown in Figure 6-4.



Parking

The Transportation and Parking Office at Boston College manages and operates parking for employees, undergraduate students, graduate students, visitors, vendors, contractors, and special events. The University meets the parking needs of these different user groups through the provision of a total of approximately 4,480 parking spaces on the Chestnut Hill, Newton, and Brighton campuses. Table 6-2 provides a summary of the on-site parking for each campus.

The following sections describe the parking programs for each user group, including employees, students, visitors, and vendors and contractors. Special event parking is discussed separately later in this chapter.

Employee Parking

Faculty and staff who drive to work are required to register their vehicles and obtain a parking permit to park on campus. Employees are restricted from parking in spaces designated for visitors, Boston College service vans, or carpools. Transponders are provided to faculty and staff who park in the garages on the Chestnut Hill Campus. The University has implemented an Eligibility and Parking Access System which defines criteria for employees to park on campus and provides the locations where they are permitted to park.

Permit Qualifications for On-Campus Student Parking

As a general policy the University does not provide on-campus parking for its residential undergraduate students, because of the limited parking inventory and readily available public transportation. Boston College limits its issuance of parking permits to students by imposing strict eligibility requirements aimed at reducing the number of unnecessary vehicles on campus.

**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>	298
Newton Campus	
Duschesne Hall	8
Hardey Hall - Rear	10
Hardey/Cushing - Front	8
Trinity Chapel	8
Stuart House - Front	20
Stuart House -- Rear	<u>10</u>
<i>Newton Campus Subtotal</i>	64
<i>Total</i>	362

Source: Boston College

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

Campus/Parking Facility	Parking Spaces
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
Brighton Campus	<u>788</u>
Total for Three Campuses	4,472

Source: Boston College, Transportation & Parking Office.

The following are the types of permits issued and the qualifications needed to obtain a permit:

- *Graduate and Law Students* - Graduate student permits are available to full- or part-time students currently enrolled in any of Boston College's graduate programs or the Boston College Law School.
- *Evening Students* - Evening student permits are available to students currently enrolled in the Woods College of Advancing Studies or in any of Boston College's graduate programs.
- *Commuter Undergraduate Students* - Commuter undergraduate student permits are available to matriculated undergraduate students who, during the academic year, live off campus greater than one mile from public transportation lines. Students living in Allston, Brighton, the remainder of Boston, Chestnut Hill and Brookline do not meet this commuter distance requirement and will not qualify for a commuter parking permit. Students are expected to use their personal academic year address, not the address of a family or friend, when applying for a parking permit.
- *Resident Undergraduate Students* - Resident undergraduate student permits are available to matriculated Boston College undergraduate students who are:
 1. A junior or senior year student; and
 2. Enrolled in a Boston College sponsored field practicum or three-credit internship at a site not accessible by public transportation.

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 rent off-campus parking spaces on Embassy Road and at Strathmore/Orkney Properties in Brighton east of the campus. The cost is \$150.00 per month. Graduate and Law School students have the option of utilizing a carpool permit if they have at minimum two passengers per vehicles and commute as a carpool at least three days per week.

Visitor Parking

Boston College provides visitor parking in both the Beacon Street Garage and the Commonwealth Avenue Garage. Any visitors to the campus must pay between the hours of 2:00 AM and 5:00 PM Monday through Friday, but there is no fee for parking on weekends. Overnight parking is prohibited from the beginning of September through the end of May. Parking gates to the garages remain open throughout major events such as athletic events, orientation, and move-in day. Visitors are required to present a validated ticket upon exiting the garage. Tickets may be validated through payment at a pay station in the garage, a University Validated Guest Pass from an event, or through the Admission office in Devlin Hall for Admission visits. Visitor parking rates provide the first two hours free, and \$2.00 per hour thereafter with a maximum daily rate of \$10.00.

Special Event Parking

To manage traffic impact on the surrounding community and the students living on campus, the University has developed an extensive transportation management plan for traffic operations on game days, including football, basketball, and hockey, and for other events. Traffic is directed by the Boston College Police Department and signs are posted to identify event parking areas.

Athletic Event Parking

For evening basketball and hockey games, the Beacon Street Garage is closed to the general public between 3:00 PM and 15 minutes after the start of game when the garage is reopened to the general public. During this period parking in the garage is reserved for permit holders only. Starting at 3:00 PM, visitors are directed to the Commonwealth Avenue Garage via the St. Ignatius Gate. At 5:00 PM, the More Hall Lot is reserved for permit holders. Other campus parking lots are opened 1.5 hours

prior to the start of an event to the general public attending the event who are directed to enter the campus through the St. Ignatius Gate.

Game Day Parking

During the football season home games, all resident permit vehicles must be moved off the Chestnut Hill Campus by 11:00 PM the evening prior to scheduled home football games. Resident students may park on the Newton Campus. Vehicles remaining on campus after midnight are towed as are vehicles parked in neighborhoods surrounding Boston College. Parking on the Boston College Campus is by special permit only. Off-site satellite parking is available in Brighton and Needham.

Commencement Day Parking

On Commencement Day, guests of the graduates can use all parking areas on Lower Campus, except for the reserved parking area at the north end of Conte Forum and Alumni Stadium. This includes both garages and, weather permitting, Shea Field. In addition, satellite parking is provided at the Brighton Campus and the Mall at Chestnut Hill where attendees are provided shuttle service to the Chestnut Hill Campus.

Vendor and Contractor Parking

Approximately 25 parking garage passes per semester are provided upon request to be used for special guests and visitors. Vendors that frequently visit the campus, including consultants such as engineers, architects, service/maintenance providers, and sales representatives, are issued a Vendor/Contractor permit. The permits cost \$50.00/month, \$250.00/six-month period, and \$500.00/year. Drop-off and delivery vehicles are accommodated via designated service/delivery areas.

On-Street Parking

On-street parking is limited, and it is difficult to find available spaces at times. Although the City of Boston provides some nearby on-street parking, most areas require Boston Resident Permit stickers. In order to obtain Resident Permit parking stickers, students must register their vehicles in the City of Boston. Parking is provided adjacent to the campus on Commonwealth Avenue and Beacon Street in Newton. On-street parking is generally prohibited in nearby residential areas in Newton.

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.
- **Ride matching.** In conjunction with MassRides, Boston College assists in the creation of carpools and vanpools, providing employees with a cost-effective and ecologically friendly alternative to drive alone commutes. A 55 percent discount off regular parking permit rates for graduate and law students is provided for carpools. As of 2004, the University had almost 5 percent of its commuters in a ride share arrangement.
- **Shuttle Bus System.** Boston College operates and promotes a free 12-bus shuttle system to link the campus with the Green Line at the Cleveland Circle and Reservoir stops.
- **Guaranteed Ride Home.** Pre-registered employees who utilize alternative transportation can take advantage of a guaranteed ride home when a personal or family illness or unplanned overtime interrupts their regular commute.
- **Bicycling Incentives.** As described earlier, Boston College has numerous safe, clean, and conveniently placed bicycle racks throughout its campus. Approximately 300 bicycles spaces are available in 15 locations on the Chestnut Hill Campus and another approximately 65 spaces are provided on the Newton Campus. Additional racks will be supplied in conjunction with new construction projects.
- **Car Sharing.** Boston College partners with Zipcar, providing employees and students a significant discount on the membership rate and access to eight cars located on campus and in the adjacent Brighton neighborhood:
 - Lower Campus Mod Parking - 1 car
 - Lake Street - 2 cars
 - Commonwealth Avenue at Wade Street - 1 car
 - Commonwealth Avenue at Strathmore Road - 4 cars

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 number of commuting students.

Future Transportation Conditions

This section summarizes projected changes in trip generation from the proposed institutional projects, planned parking changes, and proposed and potential transportation infrastructure changes.

Trip Generation

The proposed future projects within the ten-year horizon of the IMP will not significantly influence the demand for travel on a day-to-day basis. Rather, changes in trip generation will be driven largely by changes in student enrollment and the number of faculty and staff. In addition, an increase in the proportion of students housed on-campus will serve to reduce the number of commuter trips to campus. There could be some limited trip generation associated with the retail portions of the projects located on Commonwealth Avenue although this retail space will be focused on the Boston College community and local residents.

As shown in Table 6-3, over the ten-year period of the IMP, it is expected that undergraduate enrollment will remain steady at its current level, but that there will be an increase of approximately 342 graduate students. About 172 of the graduate students will relocate to the campus with the Weston Jesuit School of Theology.

To enhance academic excellence, to enable a reduction in class sizes and to accommodate additional graduate students, Boston College expects that an additional 100 faculty will be added over this period. About 16 faculty will be associated with the Weston School as will 12 staff. No increase in the number of other staff is anticipated.

To estimate the peak hour trip generation associated with these population changes, mode shares and vehicle occupancy rates for Boston College as determined in the 2006 Rideshare Program Base Report submitted to the Massachusetts Department of Environmental Protection were used. The current mode share and average vehicle occupancy rate for students, and faculty and staff are shown in Table 6-4. Eighty percent of faculty and staff drive to work while about one-quarter of students living off campus drive to the campus. The largest mode share for students is walking at 32

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 number of students. The rates using faculty/staff were chosen because the rates based on number of students yielded unrealistically low numbers of new trips. These rates were applied to the projected increase in the number of faculty/staff to project the increase in all trips generated to and from Boston College.

ITE rates generate number of vehicular trips. These vehicle trips were converted to person trips by applying an assumed vehicle occupancy rate of 1.2 persons per vehicle. No adjustment was made for transit because most ITE data are collected in suburban areas with little or no transit availability.



¹ Institute of Transportation Engineers, Trip Generation, Third Edition, Washington DC, 2004.

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 and evening peak hours. These totals include both entering and exiting trips. Approximately 608 new vehicle trips are projected on a daily basis.

**Table 6-5
Projected Vehicle Trip Increases for Ten-Year Plan**

Time Period	Vehicular Trips		
	Entering	Existing	Total
AM Peak Hour	49	11	60
PM Peak Hour	28	68	96
Daily	303	303	606

Finally, it should be noted that, in addition to the new trips associated with the IMP program, a significant number of existing trips will be diverted because of the reallocation of parking facilities and the integration of the Brighton Campus. The IMP will fully evaluate the impacts of these traffic shifts on operating conditions in the surrounding area.



Parking

Some of the proposed future projects will be built on existing campus parking areas. At the same time, the University proposes to provide for expanded parking in key locations and with some of the new projects. These changes are summarized in Table 6-6. Over the term of the IMP, the University parking supply will increase by less than 50 parking spaces.

**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:
 - 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.
 - A 350-space addition to the Beacon Street garage in a new bay on the eastern side of the existing 830-space garage.
 - A 90-space parking facility underneath the proposed academic building on Beacon Street in the Middle Campus.
 - The addition of 150 surface spaces on the Newton Campus.



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

To improve traffic flow at Lake Street and Commonwealth Avenue, Boston College proposes a relocation of St. Thomas More Road to the east side of the St. Thomas More Hall site. The new relocated roadway would run along the eastern boundary of the Boston College Campus adjacent to the Evergreen Cemetery on land that Boston College would dedicate to accommodate the roadway. The relocated roadway would intersect Commonwealth Avenue at the northeast corner of the More Hall site. It would align with a new spine road on the Brighton Campus that will also intersect with Commonwealth Avenue. A break in the median on Commonwealth Avenue would allow for the creation of a four-legged, signalized intersection.

The new intersection and the relocated St. Thomas More Road would allow full access to the Brighton Campus in all directions, including a direct connection to and from the south along the relocated St. Thomas More Road. Traffic is expected to enter and exit the Brighton Campus directly from Commonwealth Avenue avoiding the daily need of using Lake Street or Foster Street for primary campus access. This would be particularly true of traffic approaching the campus from the west on Commonwealth Avenue which would need to use Lake Street with the existing access to the Brighton Campus. Similarly, traffic exiting to the east could turn directly onto Commonwealth Avenue and avoid traveling on Lake Street to circulate back to the east.

The IMP will analyze several alternatives for improving vehicular access within the area and to the Brighton Campus:

- Maintain a right-turn-in/right-turn-out only driveway on Commonwealth Avenue and driveways on Lake Street and Foster Street.
- Provide a break in the Green Line median to provide a new driveway on Commonwealth Avenue with full access to and from all directions.
- Provide a new roadway between Thomas More Hall and the Evergreen Cemetery and a break in the Green Line median to provide a four-way intersection on Commonwealth Avenue with full access to the Brighton Campus. Three options for this alternative will be analyzed:
 - Close the existing Thomas More Road between More and Walsh halls
 - Keep the existing Thomas More Road open and make one-way northbound between More and Walsh Halls
 - Keep the existing Thomas More Road open to two-way traffic

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

The MBTA is currently developing plans to upgrade accessibility at the Boston College Green Line station as part of a system-wide program to make key stations fully accessible. This will include providing accessibility to the platforms and low-floor cars. In addition, the station will be improved to accommodate three car trains. Based on a preliminary feasibility analysis, it appears that making the station fully accessible cannot be accomplished at the existing station location on the north side of Commonwealth Avenue. As a result, the MBTA is proposing to relocate the station to the median of Commonwealth Avenue east of Lake Street.

Several alternatives for a station configuration in the median of Commonwealth Avenue have been considered. Boston College favors providing a center platform between the inbound and outbound tracks that would serve both boarding and arriving passengers. This will provide the best conditions for neighborhood residents and the Boston College community, including handling major events such as football games.

Boston College has committed to help the MBTA by paying some of the cost for design of the center platform alternative. Further, to facilitate the development of a center platform, Boston College has committed to providing additional right-of-way from its property along both sides of Commonwealth Avenue. Currently, the roadway right-of-way in this location is not wide enough to accommodate the existing traffic lanes and the widened median required for a center platform. The IMP will analyze the traffic impacts of this potential change in the Boston College Green Line stop in conjunction with potential roadway changes to provide improved access to the Brighton Campus.

Campus Pedestrian, Roadway and Open Space Improvements

The proposed plan for the Chestnut Hill Campus will also include a number of changes in pedestrian accommodation, vehicular access and open space. Long-term planning for the campus includes a series of linked quadrangles that provide a continuous pedestrian corridor through the Chestnut Hill Campus that connects with the Brighton Campus. The result is a pedestrian environment that is largely free of vehicular conflicts. Another major feature of the pedestrian corridor is a number of

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 the project site. Boston College recognizes that construction traffic is a concern to area residents, businesses, and to Boston College itself. Every effort will be made to reduce the noise, control fugitive dust, and minimize other disturbances associated with construction traffic. It is anticipated that Commonwealth Avenue will serve as the principal construction traffic routes to the Brighton Campus, and that trucks will be routed to avoid nearby residential areas. Truck staging and lay-down areas for the project will be carefully planned. The need for street occupancy along roadways adjacent to the project site is not known at this time.

Construction workers will be encouraged to use public transportation to access the project site because no new parking will be provided for them. Contractors also will be encouraged to devise access plans for their personnel that de-emphasize auto use (such as seeking off-site parking, providing transit subsidies, etc.) Boston College will work with BTD and the Boston Police Department to ensure that parking regulations in the area and in designated residential parking areas are enforced. It is expected, as

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.