

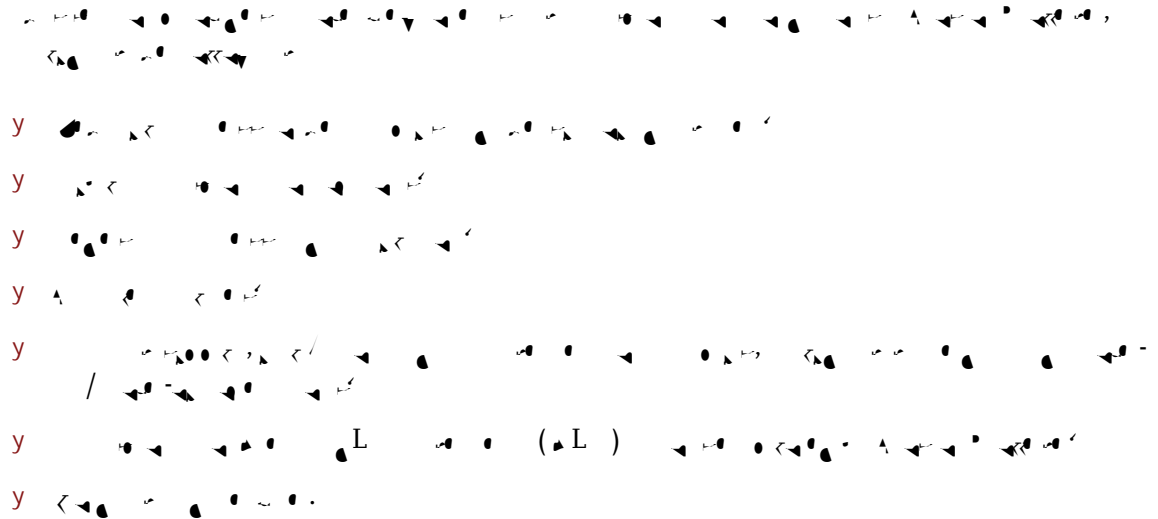








### Existing Transportation Conditions



### Roadway Access

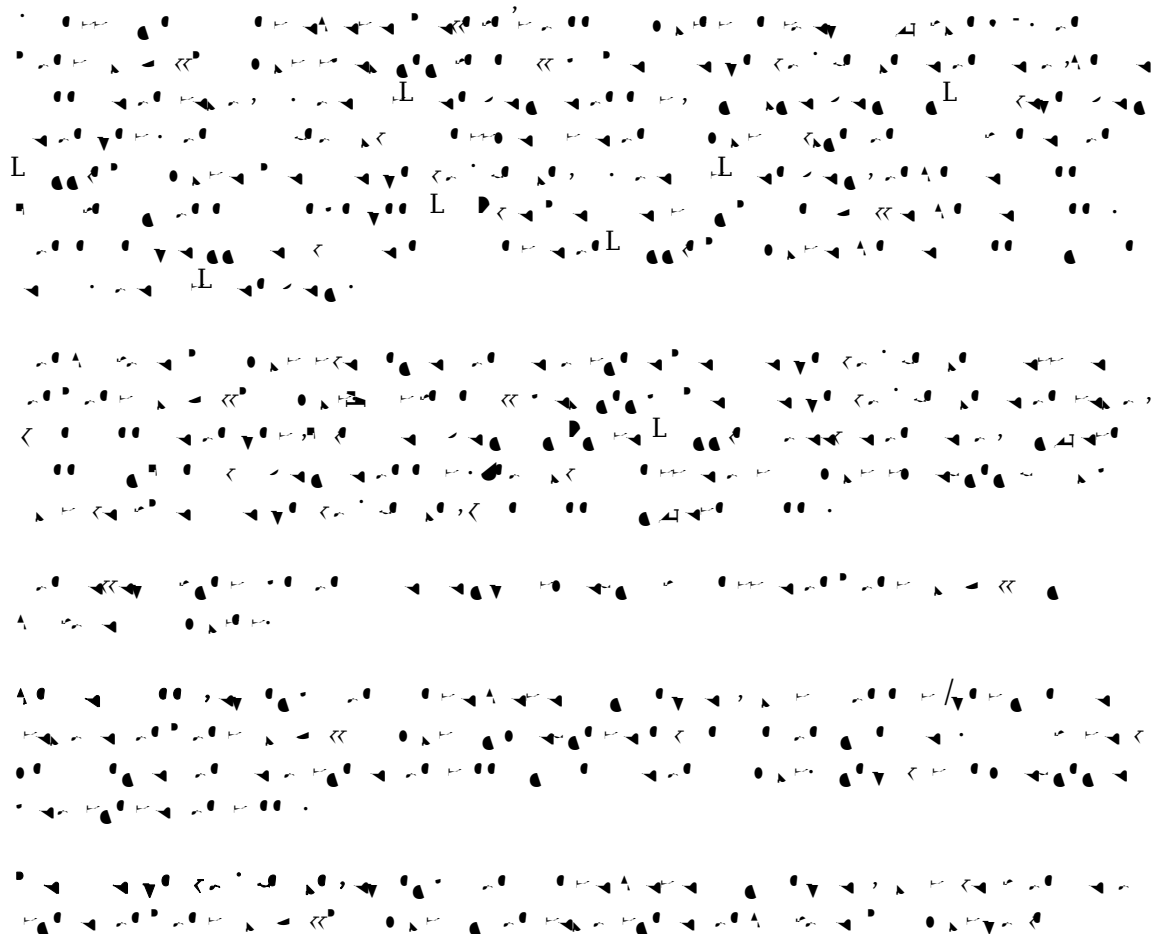




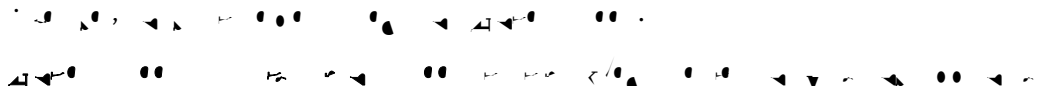
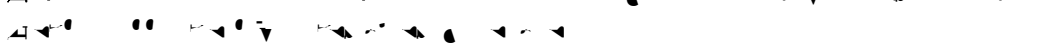


Table 9-1 - Section 200

	2010	2015	2020
...	...	...	...
...	...	0	...
...	...	...	...



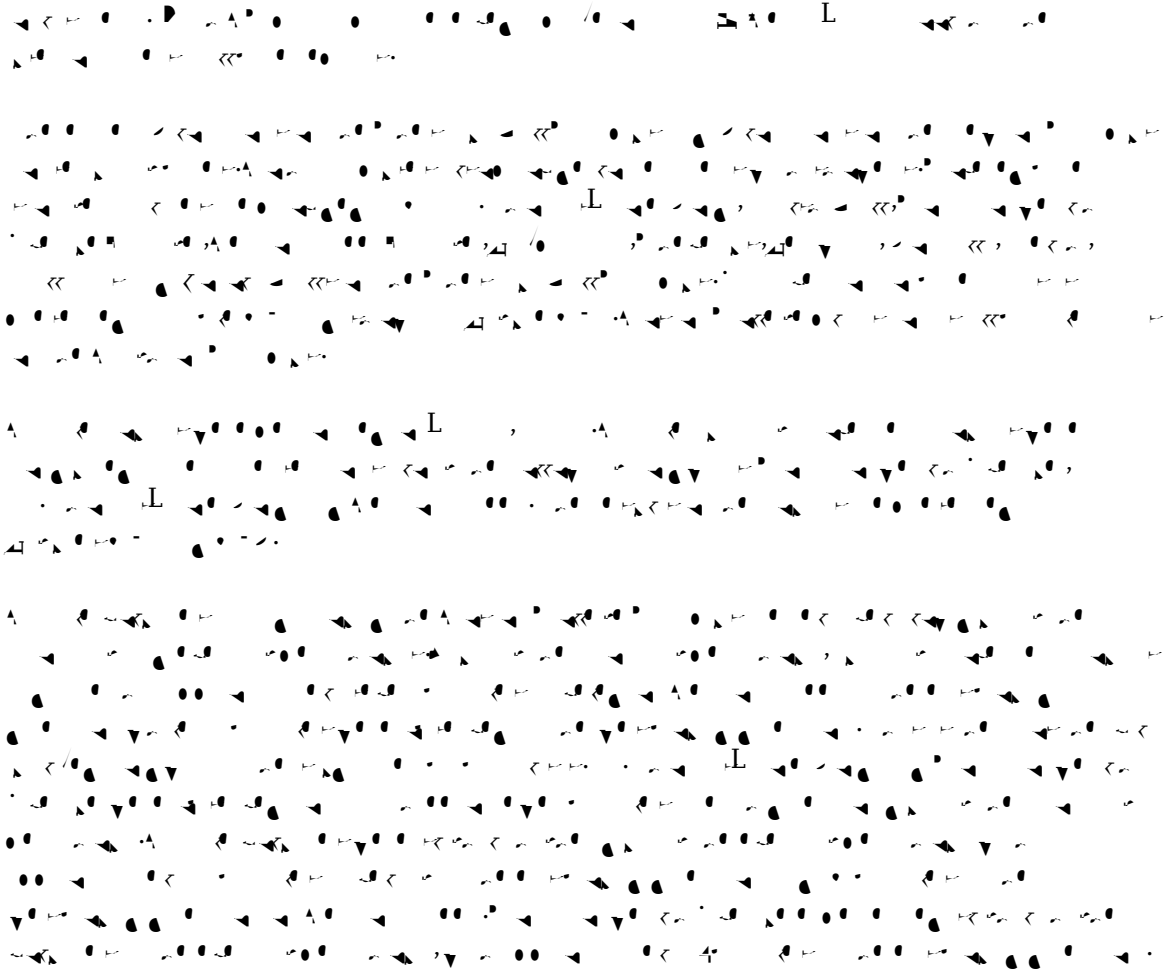


- 3)  3) 
- 4) 
- 5) 









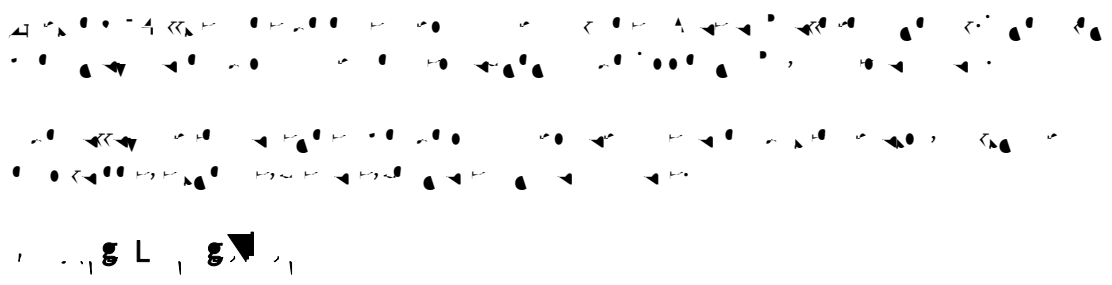


Campus Parking



Area	Count
200	1
1	2
2	2
L	10
0	0
0,011	
1	
0	

1 200  
 2 200





















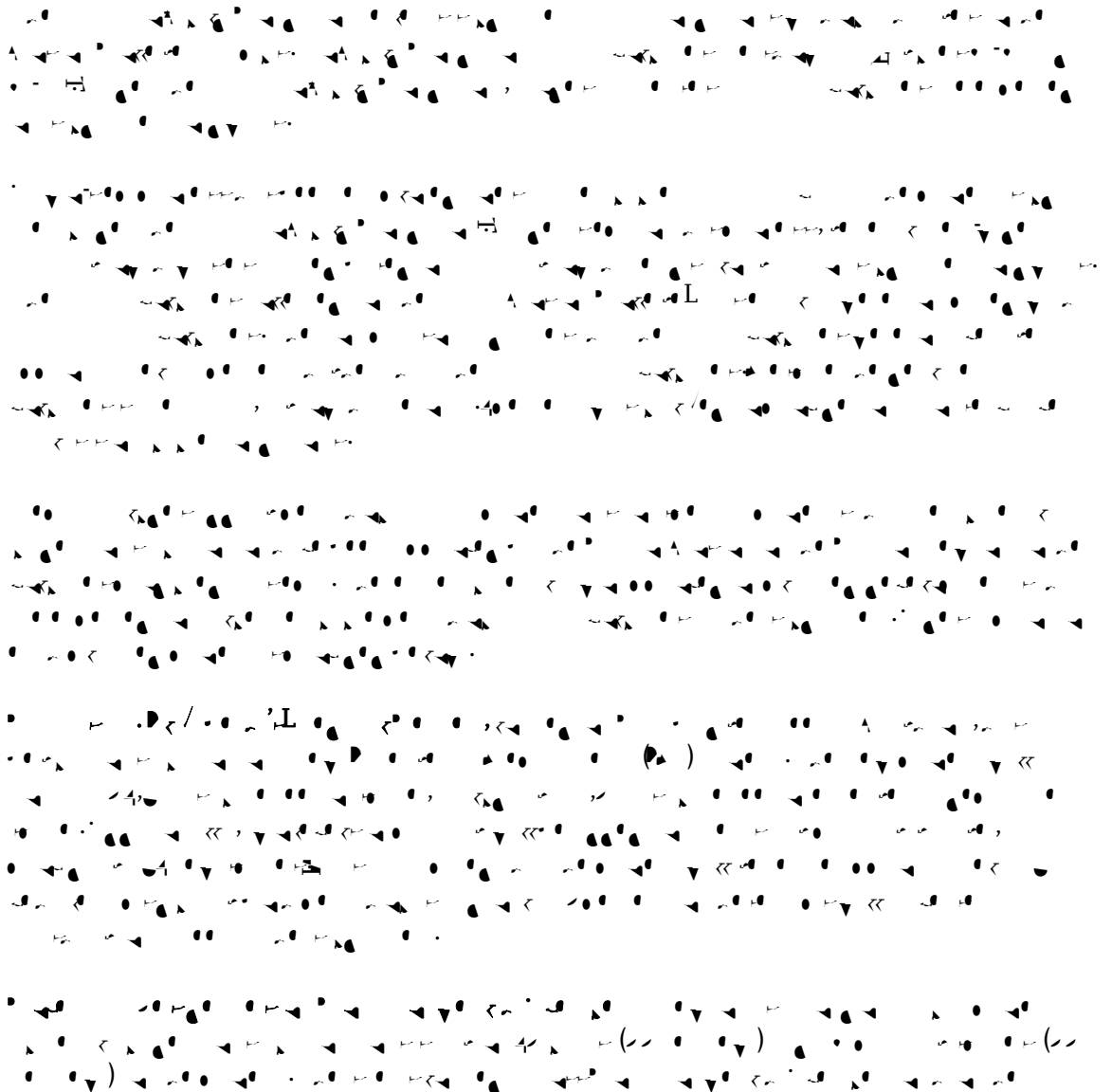




## Future Transportation Conditions



## 2018 No-Build Condition





... ..

...

... ..



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	2,160	2,340	2,520	2,700

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 increase, reflecting the institution's commitment to providing high-quality graduate education.

The projected increase in faculty and staff numbers is primarily driven by the need to support the growing student body and the institution's commitment to maintaining high academic standards. The addition of new faculty and staff members will be necessary to ensure that the institution is well-equipped to meet the challenges of the future.

Table 9-14. Daily average peak period vehicle traffic

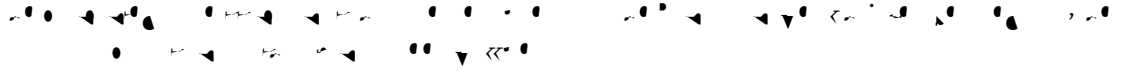
Location	Direction	Year	Peak Period	Vehicle Type	Volume	Notes
L. ...	...	2010	2:00 - 3:00 PM	...	21	
		2011	2:00 - 3:00 PM	...	20	
		2012	2:00 - 3:00 PM	...	21	
L. ...	...	2010	2:00 - 3:00 PM	...	20	
		2011	2:00 - 3:00 PM	...	21	
		2012	2:00 - 3:00 PM	...	20	

Table 9-14. Daily average peak period vehicle traffic. This table provides a detailed breakdown of vehicle traffic at various locations during peak periods. The data is organized by location, direction, and year, with columns for peak period, vehicle type, and volume. The table is divided into two main sections for different locations, each with three rows representing the years 2010, 2011, and 2012. The first section shows traffic for location 'L. ...' and the second section shows traffic for location 'L. ...'. The peak period for all entries is 2:00 - 3:00 PM. The vehicle types and volumes are as follows: Location 1, 2010: 21 vehicles; Location 1, 2011: 20 vehicles; Location 1, 2012: 21 vehicles; Location 2, 2010: 20 vehicles; Location 2, 2011: 21 vehicles; Location 2, 2012: 20 vehicles.

Table 9-15. Daily average peak period vehicle traffic

Location	Direction	Year	Peak Period	Vehicle Type	Volume	Notes
L. ...	...	2010	2:00 - 3:00 PM	...	21	
		2011	2:00 - 3:00 PM	...	20	
L. ...	...	2010	2:00 - 3:00 PM	...	20	
		2011	2:00 - 3:00 PM	...	21	

Table 9-15. Daily average peak period vehicle traffic. This table provides a detailed breakdown of vehicle traffic at various locations during peak periods. The data is organized by location, direction, and year, with columns for peak period, vehicle type, and volume. The table is divided into two main sections for different locations, each with two rows representing the years 2010 and 2011. The first section shows traffic for location 'L. ...' and the second section shows traffic for location 'L. ...'. The peak period for all entries is 2:00 - 3:00 PM. The vehicle types and volumes are as follows: Location 1, 2010: 21 vehicles; Location 1, 2011: 20 vehicles; Location 2, 2010: 20 vehicles; Location 2, 2011: 21 vehicles.









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

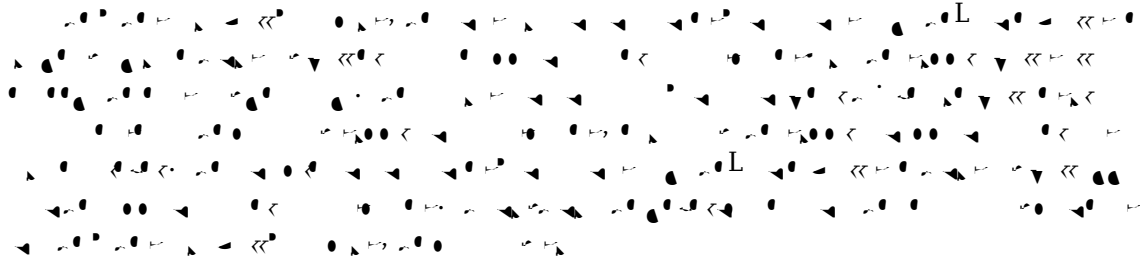
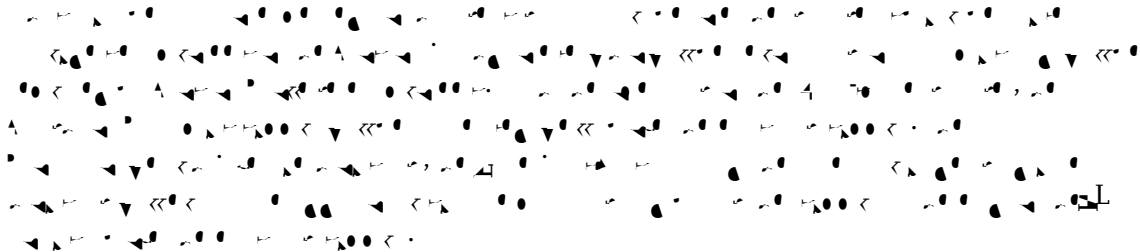


Figure 1.1.1. Chestnut Hill Campus Supply

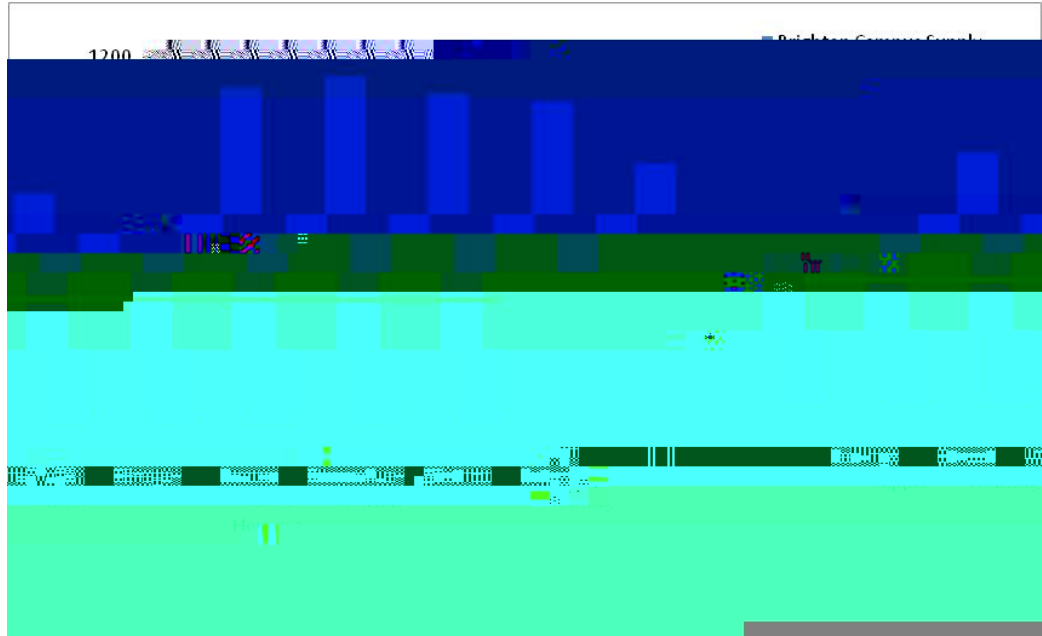
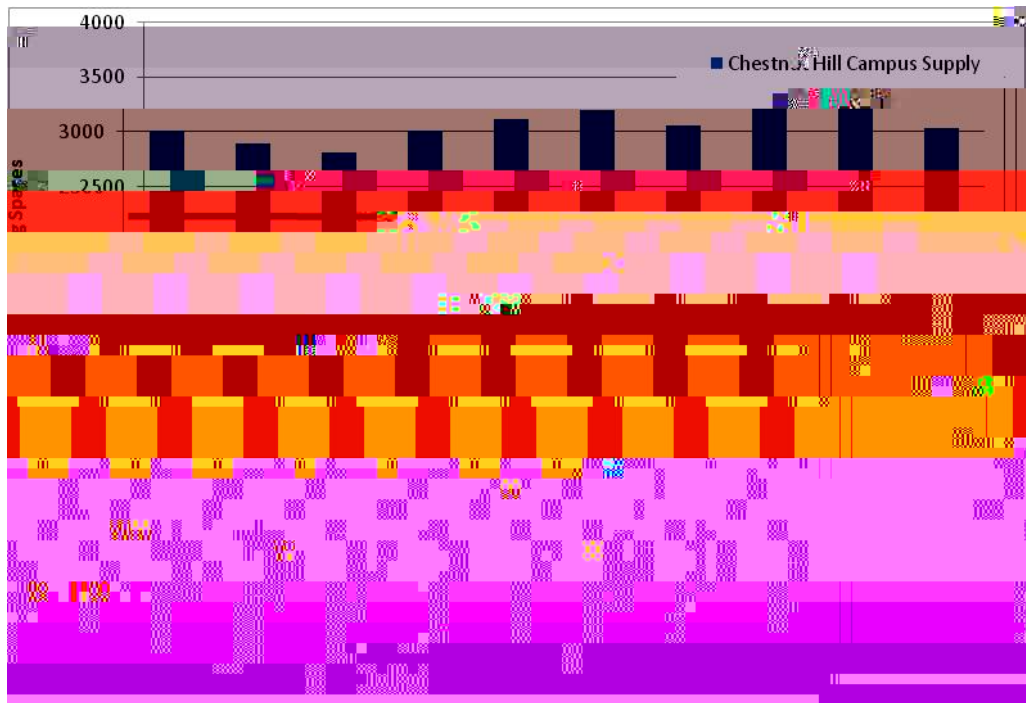
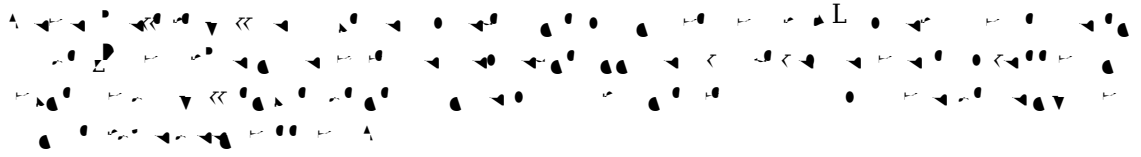


Figure 1.1.2. Chestnut Hill Campus Supply





## Transportation Demand Management





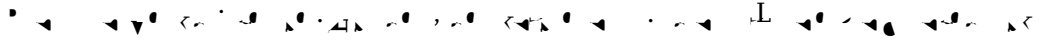














200	201	201
<p>...</p> <p>(2000)</p>	<p>...</p> <p>(2000)</p>	<p>...</p> <p>(2000)</p>





Table 2. Institutional Master Plan: Transportation and Parking

Category	2008		2011		Change	%	2011		Change	%
	Count	Cost (\$)	Count	Cost (\$)			Count	Cost (\$)		
<b>Transportation</b>										
Bicycles	-	-	-	-	11	1%	-	-	-	0%
Bicycles	-	22.2	-	21.1	-	-	-	2.1	-	-
<b>Parking</b>										
Total	-	-	-	-	101	1%	-	-	-	0%
Asphalt	±	±0.0	±	±0.0	-	-	±	±0.0	-	-
Concrete	±	±0.0	±	±0.0	-	-	±	±0.0	-	-
Grass	-	-	-	-	100	1%	-	-	10	1%
Grass	±	±0.0	±	±0.0	-	-	±	±0.0	-	-
Grass	±	±0.0	±	±0.0	-	-	±	±0.0	-	-
Total	-	-	-	-	1	1%	-	-	-	2%



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Appendix 1 - Survey Results

Category	Percentage
... ..	2%
... ..	1%
... ..	2%
... ..	0%
... ..	4%

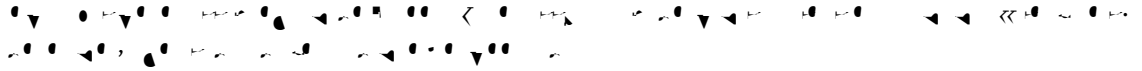


Appendix 2 - Survey Results

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

... .. ( ) ... .. ( ) ... .. ( ) ... .. ( )







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% ( )*
...	0	0		0.0			> 0.0	0.	
...	22.	0.	2	2.2	0.1	#2.1	2.	0.0	# 0
...	0.0	1.0	# 1	0.0	1.0	# .	> 0.0	1.0	# .

Location (continued)

Location	L. 1.0.0.0.0			L. 1.0.0.0.0			L. 1.0.0.0.0		
	(L. 1.0.0.0.0)	L. 1.0.0.0.0*	L. 1.0.0.0.0% (L. 1.0.0.0.0)*	(L. 1.0.0.0.0)	L. 1.0.0.0.0*	L. 1.0.0.0.0% (L. 1.0.0.0.0)*	(L. 1.0.0.0.0)	L. 1.0.0.0.0*	L. 1.0.0.0.0% (L. 1.0.0.0.0)*
Location 1	1.2	0.		2.			1.	0.	
Location 2	1.2	0.0	0	2.	0.1	#	> 0.0	1.0	# 2
Location 3	1.2	0.2	20	1.2	0.2	▼ 1.2	2.	0.1	▼ 1.1
Location 4	1.2	0.1	#12	1.	0.1	#12	1.	0.1	#12
Location 5	2.	0.2	1.1	1.	0.2	1.2	2.	0.2	1.2
Location 6	0.0	1.0		0.0			> 0.0	1.0	

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

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

0.4 1 \ C







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

Study	Study 1 (n = 100)			Study 2 (n = 100)			Study 3 (n = 100)		
	Mean (SD)	SD	95% CI	Mean (SD)	SD	95% CI	Mean (SD)	SD	95% CI
Study 1	1.0 (0.2)	0.2	0.8 - 1.2	1.0 (0.2)	0.2	0.8 - 1.2	1.0 (0.2)	0.2	0.8 - 1.2
Study 2	0.1 (0.1)	0.1	0.0 - 0.2	0.1 (0.1)	0.1	0.0 - 0.2	0.1 (0.1)	0.1	0.0 - 0.2
Study 3	0.4 (0.4)	0.4	0.0 - 0.8	0.4 (0.4)	0.4	0.0 - 0.8	0.4 (0.4)	0.4	0.0 - 0.8
Study 4	0.2 (0.2)	0.2	0.0 - 0.4	0.2 (0.2)	0.2	0.0 - 0.4	0.2 (0.2)	0.2	0.0 - 0.4
Study 5	1.0 (0.0)	0.0	1.0 - 1.0	1.0 (0.0)	0.0	1.0 - 1.0	1.0 (0.0)	0.0	1.0 - 1.0
Study 6	1.0 (0.2)	0.2	0.8 - 1.2	1.0 (0.2)	0.2	0.8 - 1.2	1.0 (0.2)	0.2	0.8 - 1.2