

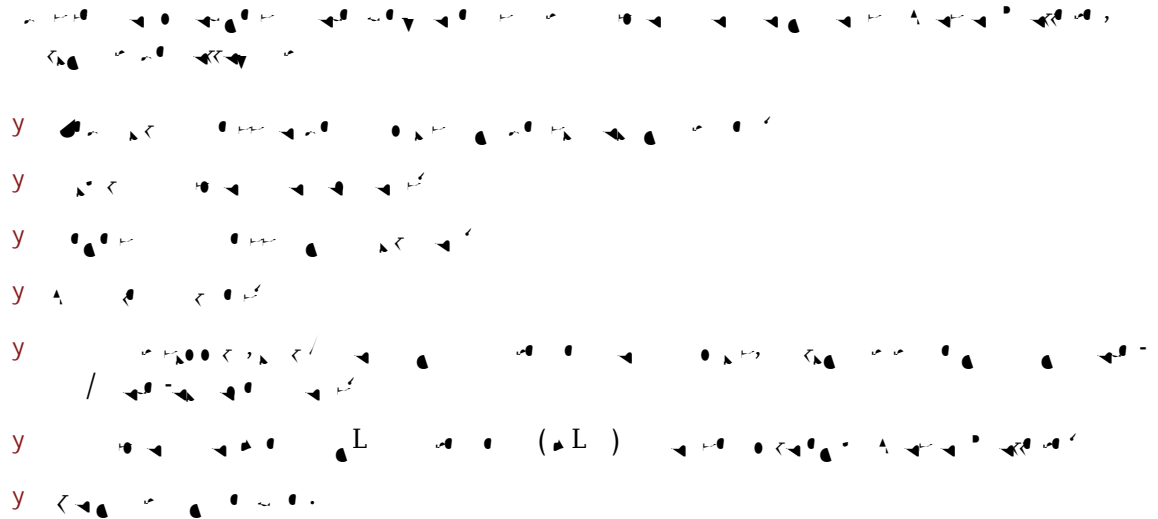








### Existing Transportation Conditions



### Roadway Access

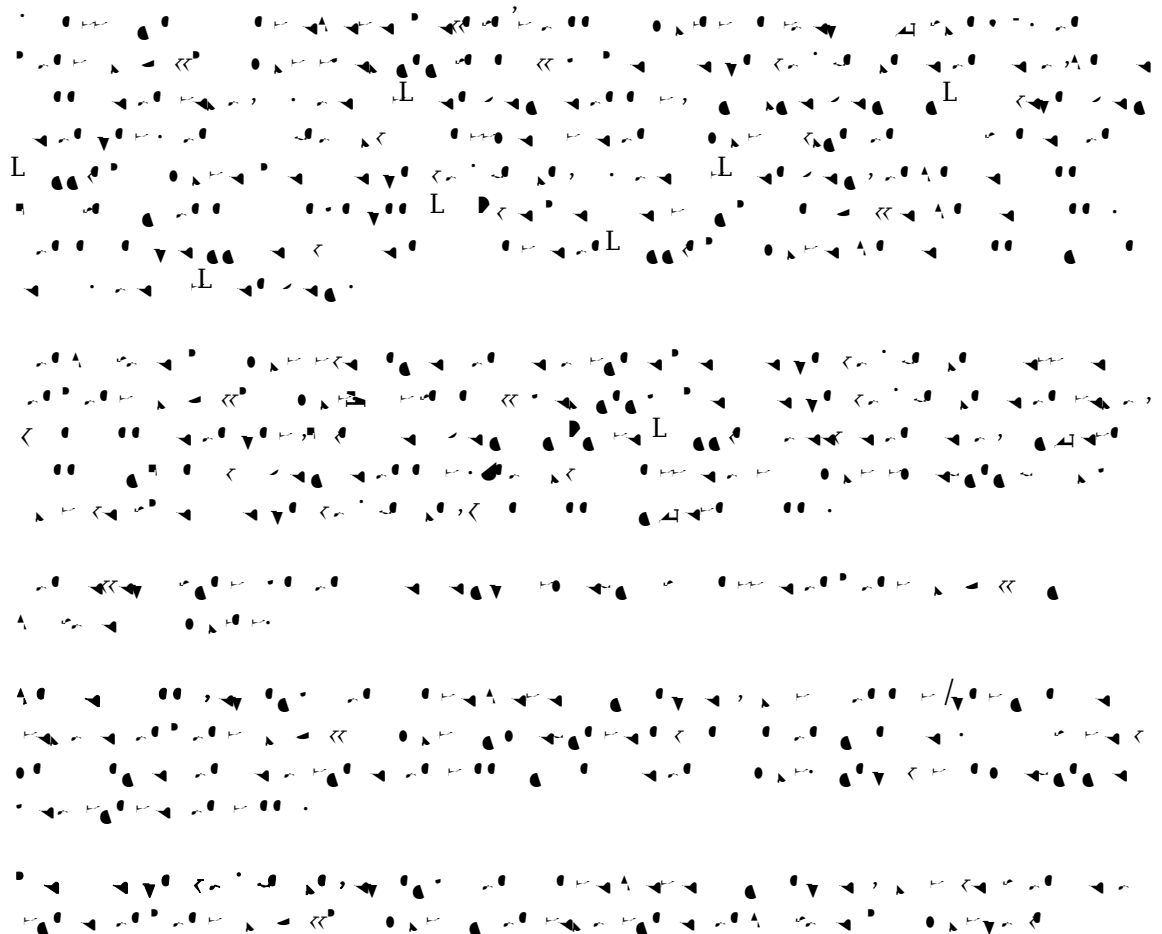




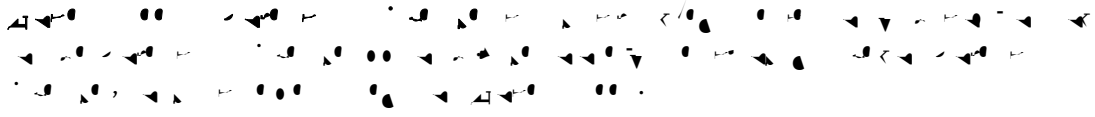
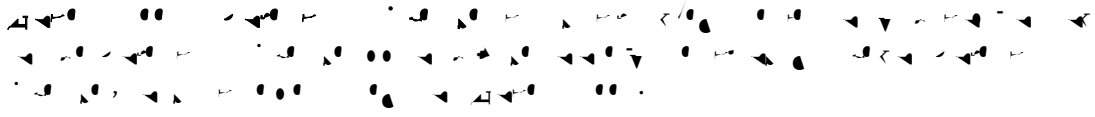
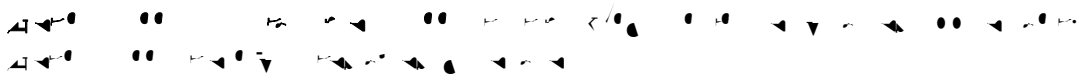
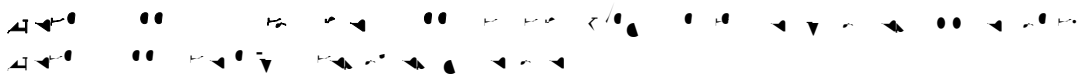


Table 9-1 - 200

	2000	2010	2020
...	...	...	...
...	...	0	...
...	...	...	...



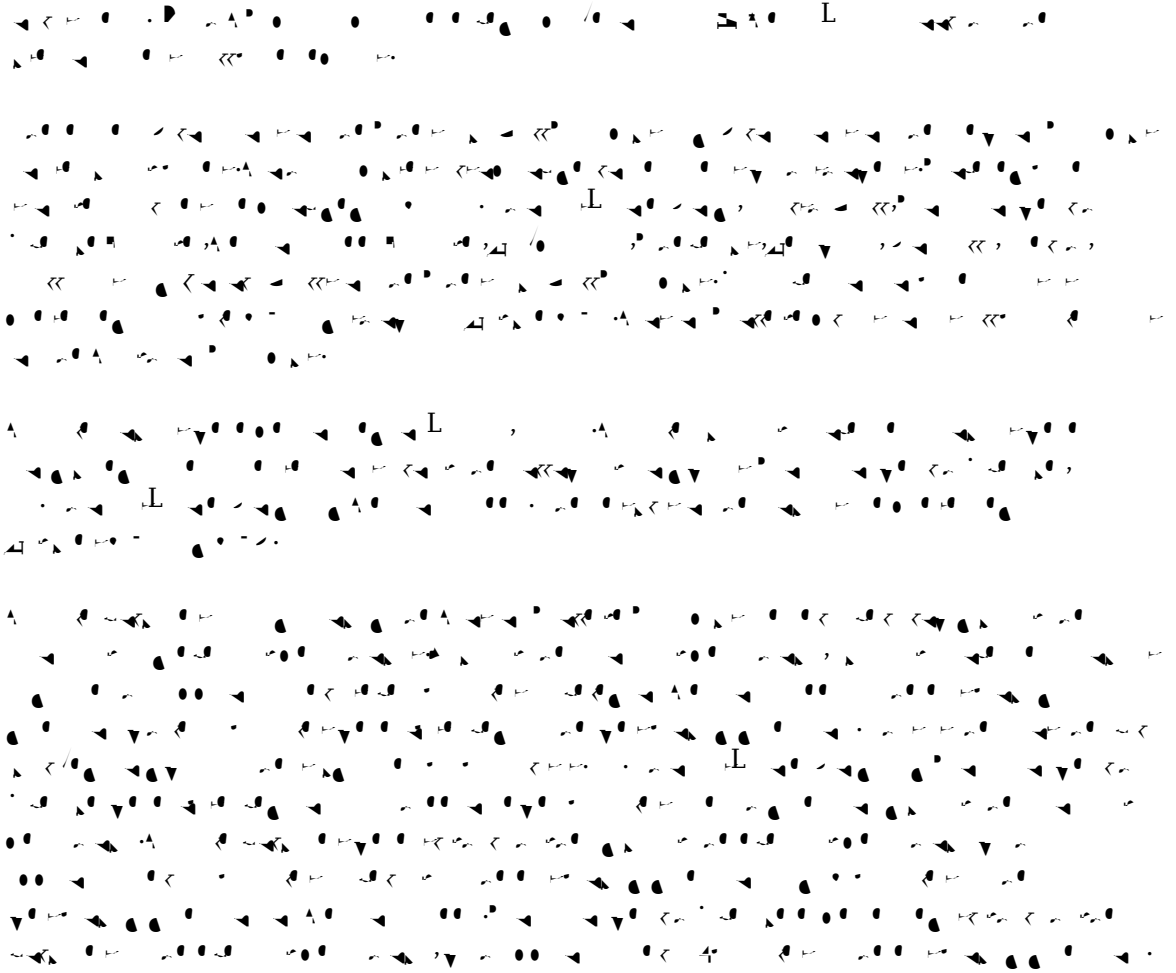


- 3)  3) 
- 4)  4) 
- 5)  5) 



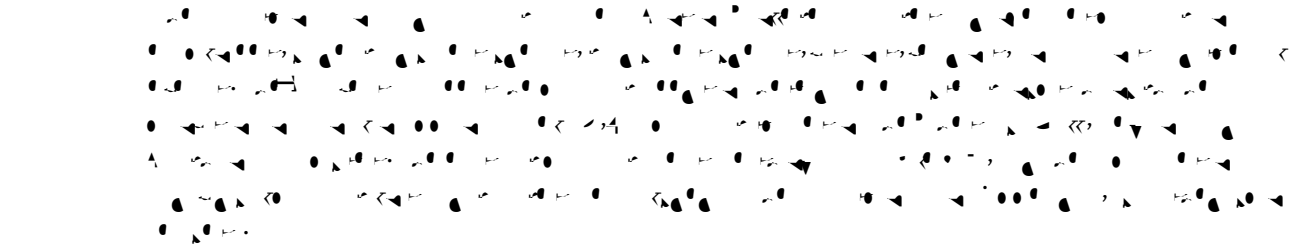






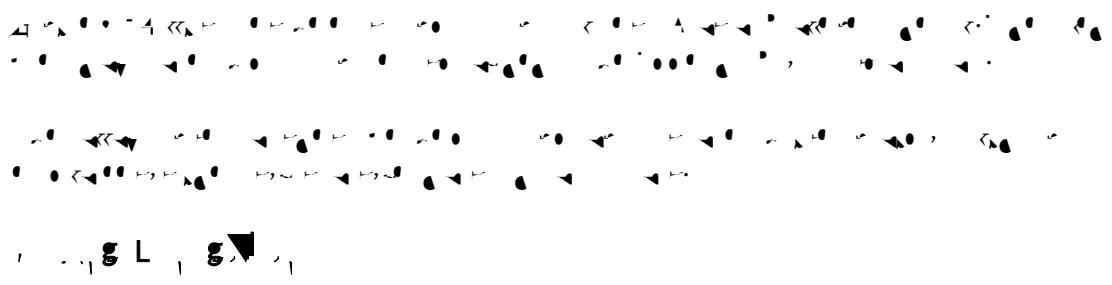


Campus Parking



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

1  
2















200

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

1

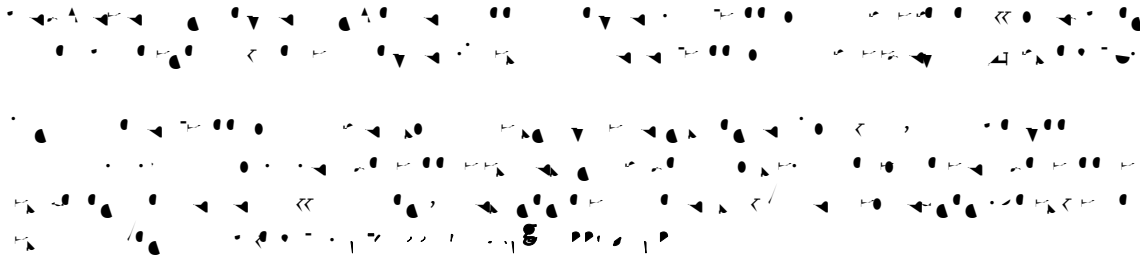
200

Category	Value 1	Value 2	Value 3	Value 4	Value 5	Value 6
Category 1	20	10	1	1	22	2.1
Category 2	11	12	1	2	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	1
Category 6	10	2	1	1	1	1
Category 7	10	1	1	1	1.0	1
Category 8	102	1	1	1	1	1
Category 9	10	10	1	1	1	1
Category 10	2	10	0	100	1	20
Category 11	10	2	2	12	1	22
Category 12	1	22	1	1	0	11
Category 13	1	1	1	1	1	2.0
Category 14	2	1	0	2	1	1

1

Off-campus Parking

200





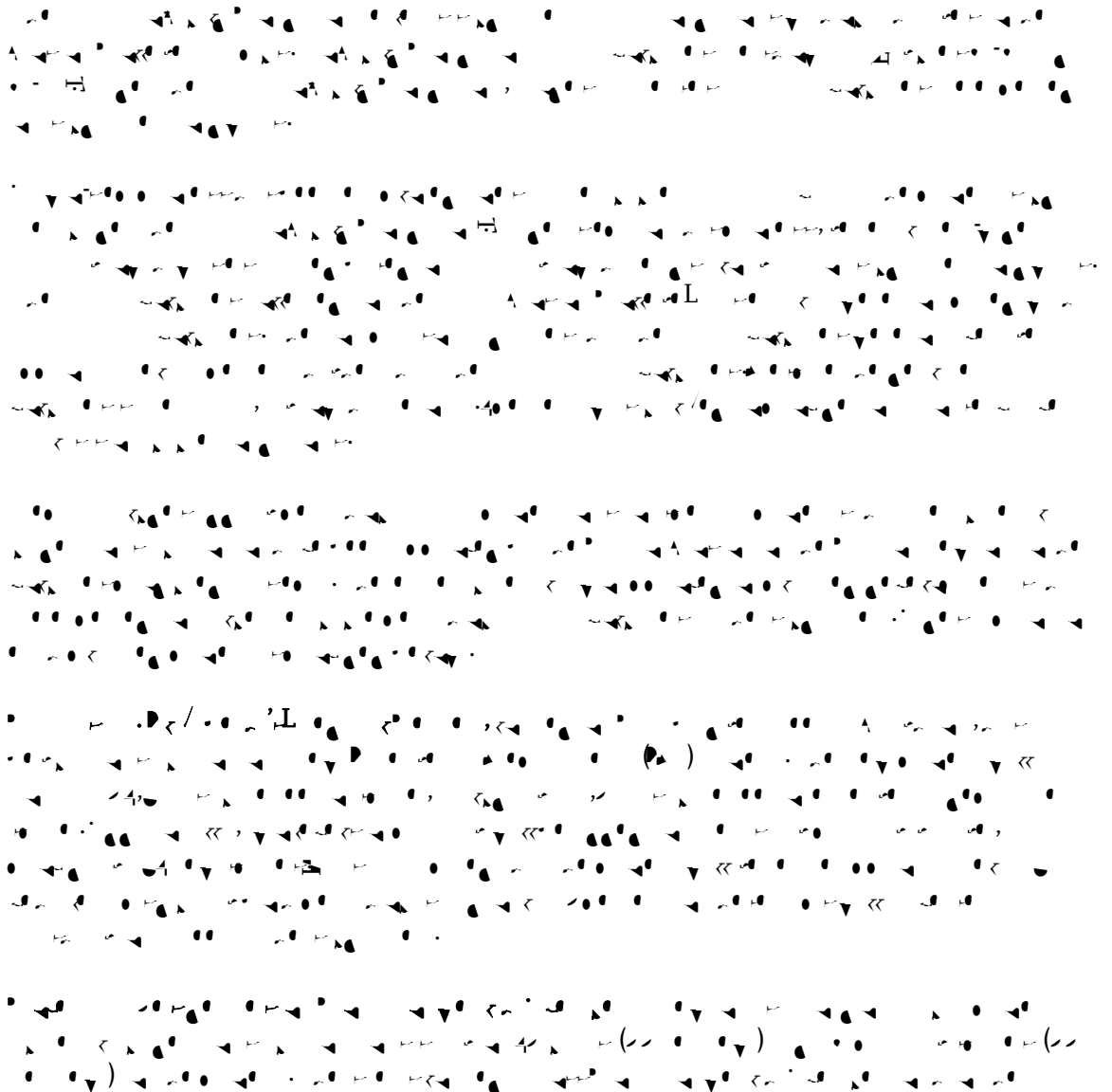




## Future Transportation Conditions



## 2018 No-Build Condition





... ..

... ..

... ..



The Institutional Master Plan (IMP) is a long-term strategic document that provides a vision and a framework for the future development of the institution. It is a key tool for planning and decision-making, and it is essential for ensuring the institution's long-term success and sustainability. The IMP should be developed in a transparent and inclusive manner, involving all stakeholders and reflecting the institution's values and mission.

Table 1: Institutional Master Plan - Financial Projections

Category	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6
Revenue	10	11	12	13	14	15
Expenses	11	12	13	14	15	16
Net Income	-1	-1	-1	-1	-1	-1
Assets	10	11	12	13	14	15
Liabilities	11	12	13	14	15	16
Equity	-1	-1	-1	-1	-1	-1

The financial projections in Table 1 show a consistent decline in net income over the six-year period, from a deficit of 1 unit in Year 1 to a deficit of 1 unit in Year 6. This indicates that the institution's expenses are consistently higher than its revenue, which could be a cause for concern if not addressed.

The IMP should also consider the impact of external factors, such as changes in government funding, economic conditions, and technological advancements. It should provide a clear path forward for addressing these challenges and ensuring the institution's long-term success.

Table 9-11. Daily average peak period vehicle traffic

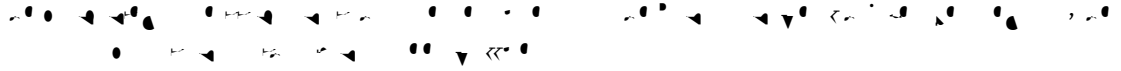
Location	Direction	Year	Peak Period	Peak Period	Peak Period	Peak Period
L. ...	...	2010	2,000	0	-102	21
	...	2011	2,000	0	-	21
	...	2012	2,000	0	-1	21
L. ...	...	2010	1,200	0	-4	11
	...	2011	1,200	0	-102	20
	...	2012	1,200	0	-1	20

Table 9-11. 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 and year, with columns for direction, year, and various traffic metrics. The table shows a consistent volume of traffic over the years, with minor fluctuations in peak period values.

Table 9-12. ...

Location	Direction	Year	Peak Period	Peak Period	Peak Period	Peak Period
L. ...	...	2010	...	...	...	...
	...	2011	...	...	...	...
L. ...	...	2010	...	...	...	...
	...	2011	...	...	...	...

Table 9-12. This table provides a detailed breakdown of vehicle traffic at various locations during peak periods. The data is organized by location and year, with columns for direction, year, and various traffic metrics. The table shows a consistent volume of traffic over the years, with minor fluctuations in peak period values.











- y ...
- y ...
- y ...
- y ...
- y ...
- y ...
- y ...
- y ...
- y ...

10-

	,011	1.	-4	,0
	-1	+0.	0	-1,220
	<u>+0</u>	<u>+</u>	<u>+10</u>	<u>+1, 2</u>
	,0		2	,0.

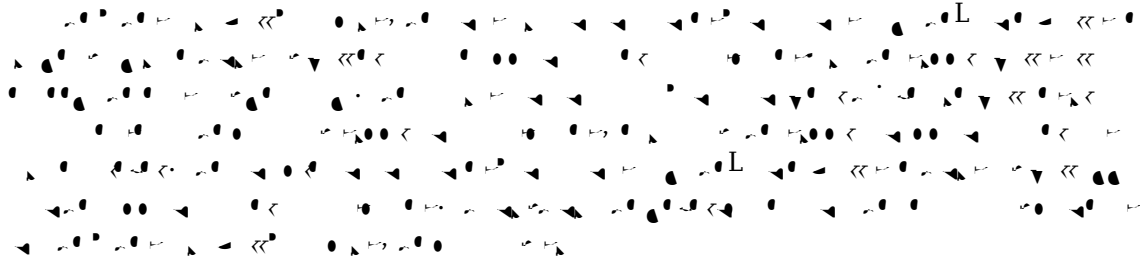
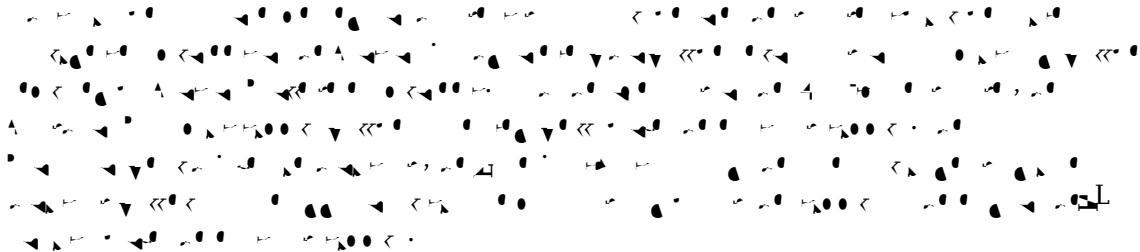


Figure 1.1.1. Chestnut Hill Campus Supply

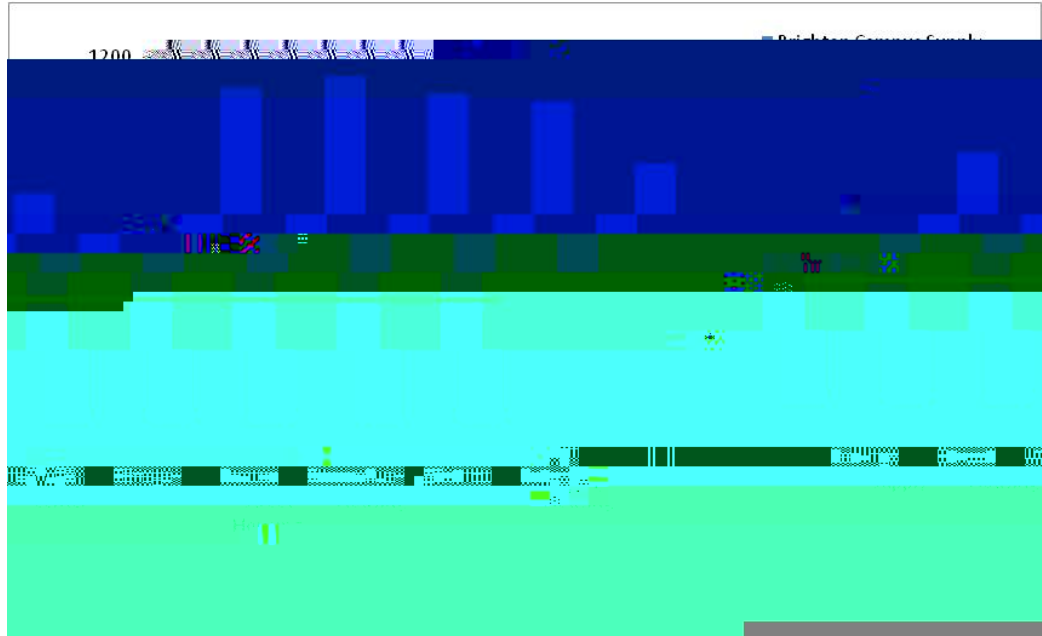
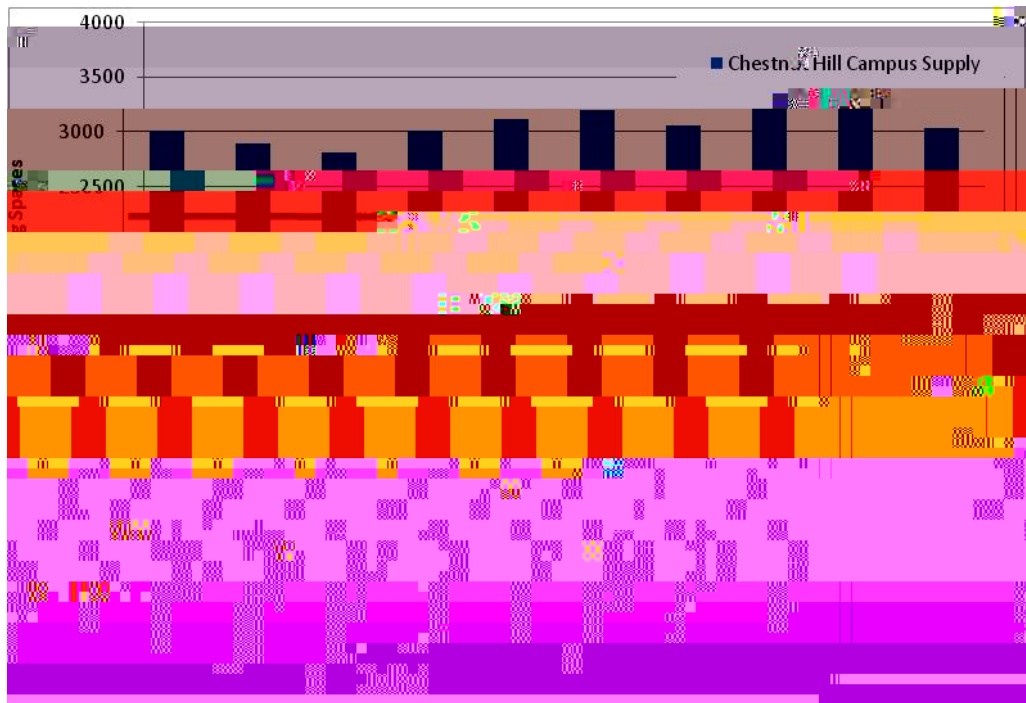
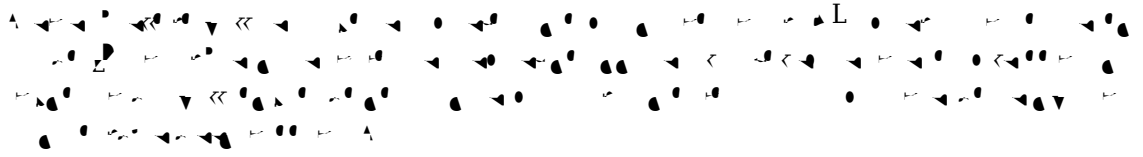


Figure 1.1.2. Chestnut Hill Campus Supply





## Transportation Demand Management





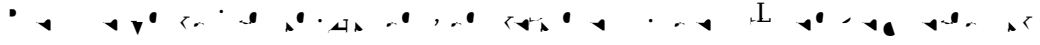














200	201	201
<p>...</p> <p>(200,000)</p>	<p>...</p> <p>(200,000)</p>	<p>...</p> <p>(200,000)</p>





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%
Motorcycles	-	22.2	-	21.1	-	-	-	2.1	-	-
<b>Parking</b>										
On-campus	-	-	-	-	101	1%	-	-	-	0%
Off-street	±	±0.0	±	±0.0	-	-	±	±0.0	-	-
On-street	±	±0.0	±	±0.0	-	-	±	±0.0	-	-
Off-campus	-	-	-	-	100	1%	-	-	1.0	1%
Off-street	±	±0.0	±	±0.0	-	-	±	±0.0	-	-
On-street	±	±0.0	±	±0.0	-	-	±	±0.0	-	-
<b>Other</b>	-	-	-	-	1	1%	-	-	-	2%







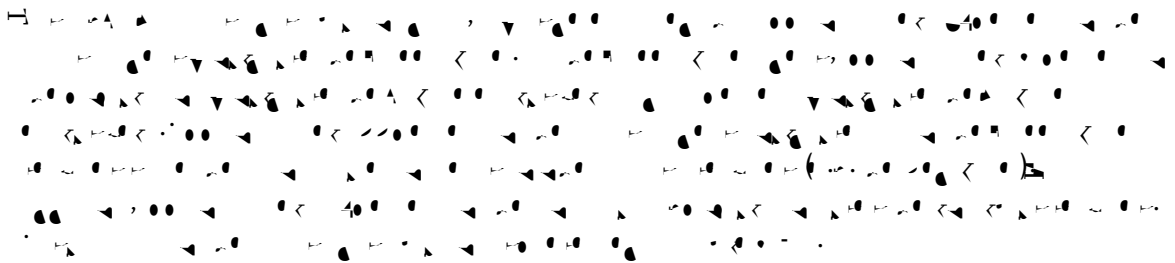






Appendix 1 - Survey Results

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

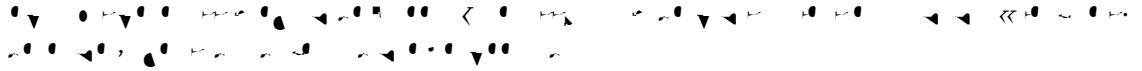


Appendix 2 - Survey Results

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 (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.	0.2	#12	1.	0.2	#12
2.	0.2	1 1		1.	0.2	12	2.	0.2	1 2
0.0	1.0			0.0			> 0.0	1.0	

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

	... L. ...	... L. ...	... L. ...
...	... (*) ... 0.02	... 0.02	... 0.02

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	0.5 (0.1)	0.1	0.4 - 0.6	0.5 (0.1)	0.1	0.4 - 0.6	0.5 (0.1)	0.1	0.4 - 0.6
Study 3	0.5 (0.1)	0.1	0.4 - 0.6	0.5 (0.1)	0.1	0.4 - 0.6	0.5 (0.1)	0.1	0.4 - 0.6
Study 4	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 5	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 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
Study 7	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 8	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 9	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 10	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