

1.963, A Sustainable Transportation Plan for MIT  
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**Session 1: Introduction to Transportation at MIT**

This class will be a mix of analytical and policy approaches. It may be more of a reading and research class if attendance is low.

Fred Salvucci: I'm interested in having MIT "walk the talk", as Susan Hockfield said. Look at the Mem Drive edge of campus. It's beautiful, yet right now it's a raceway. Think about what is possible. Maybe extending the Mass Ave depression and having Killian Court go to the river? It could be a revenue stream for DCR, with smart card parking.

Stata underground parking: about 100K per space  
We could look at parking policy as new buildings are built.  
Maybe a bus-only loop near Kendall?  
In this course, we could dig deeper into these ideas (from 11.540).

University Pass? MIT is a big MBTA customer, but there's no reciprocal recognition. Can we get this to be a 2-way relationship? Every few months, we could review the service and suggest ideas.

There are three main types of transportation here:

- 1) Commuting – no dominant mode, as MIT really does encourage alternative transit
- 2) Visitors/vendors – no place to park, Red Line helps but isn't central
- 3) Mid-day travel

MBTA reliability and levels of service have gone down in recent years; daytime shuttle use has increased.

Occasional parking is \$3.50/day, first 8 days/month.  
Regular parking works out about the same.

Would it work to have variable pricing for parking spaces?  
The T-pass subsidy is almost 50%. What are the relative weights of housing and transit subsidies?  
Bike lanes contribute to blockage of buses.

There are 1103 student spaces (# mandated by Cambridge based on residences)  
The average price in the area is \$235 per month.  
Commuter rail is a relatively good option, with EZ Ride from North Station (free for MIT affiliates) and the Red Line from South Station.  
ZipCar: the only MIT expenses is the parking spaces (the individual subsidy is done by ZipCar)

Federal subsidies should also be kept in mind, since these are pre-tax. Before, the subsidies went to the T; now they are user-side. Keep track of these different levels: some produce more transit, others reduce the cost.  
Different actors have very different interests. Parking can be a necessity, a luxury, not needed at all, etc. Need to be especially sensitive to long-term employees (for

example, their housing decisions were made long ago in some cases, and are not flexible now). There is more policy flexibility with students. But even with long-term employees, you can introduce options (for example, if you get subsidized parking you must also buy a T-pass).

Current plan is to reduce parking subsidy to 65%.

MIT is the only school around here that subsidizes student passes. How does MIT compare to Harvard or Northeastern (urban)? What about Brandeis (near 128 but also near commuter rail)?

What is the energy footprint of MIT? There are many angles here – for example, if students were somehow all housed on campus, then nearby housing would still be available for staff, and commutes would be shorter.