

1.963, A Sustainable Transportation Plan for MIT
John Attanucci, Larry Brutti
Session 4: Discussion of Analysis Issues

Student Updates

- 1) Cleaned up survey data (where people reported parking). Would it be possible to link office location to where people park? The campus is split N/S, E/W – can basically figure out where people are likely to park. Do we want to visually map this, or just give statistics?
- 2) Looking at costs. Northwest and Tech Shuttles would serve parking areas. Currently these are at capacity during the morning peak, with students. EZ-Ride is used by 300 people to get to North Station, but it's hard to get people to use it between the northwest campus and Kendall. Not sure yet how to tie it together.
- 3) Have raw data on shuttles, and preliminary contacts at Harvard and City of Cambridge. Comparisons with Harvard would be very useful. Some questions about enforcement and tickets.
- 4) What should we ask Cambridge? What if MIT controlled Cambridge streets on campus, with campus police enforcement? In any case, the goal is to start a conversation.

Discussion of Identified Analysis Issues

Maybe set a target number for what the U-Pass will cost, and set that as a goal to take from various parking-related pots of money.

Realistically, if you're outside 128, transit will take twice as long as driving. There used to be a second commuter rail branch from Bedford to Alewife (this is now the Minuteman bike path). "Once you give up a line, you never get it back."

Parking spaces can be distributed by price, or as first-come first-serve. Price will divide between those who can take the bus and those who can't. In any case, the number of parking spaces is fixed, and the number of people who can park and ride.

Parking costs:

- Capital costs (assume 40-year lifetime)
- Interest and depreciation
- Space allocation (opportunity cost of using space for parking) – this is accounted for in Institute space charges
- Out-of-pocket costs (materials and services, leased parking)

The U-Pass would take people with high commuter rail zone numbers, who currently pay for some of their transit after tax, and let everyone get it pre-tax.

Discussion of tax benefits before and after U-Pass implementation: employee gets pre-tax, employer only saves FICA.