

1.963, A Sustainable Transportation Plan for MIT
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Session 6: Definition of Goals and Questions

We've done exploratory data analysis – now what?

Everyone gives a brief update.

Handout:

- We want to reallocate (how much to take from subsidy, where to get it from)
- More people use the commuter rail now.
- All spaces are leased month-to-month, except Broad (which is for the life of the building)

Human Resources wants to subsidize all T-passes at 50%.

In a sense, this becomes a housing subsidy. It gets people to live out in the suburbs, and their commute to work will be transit, but their other trips will be driving.

The southwest metro area is probably the most affordable – northwest of Boston has gotten pricier. Also, southwest is relatively commuter-rail accessible.

What about differential pricing? We'd need to get a salary distribution, which might be private. But then we could relate housing and transportation choices.

Need to differentiate parking spaces, to have revenue stream and preserve equity.

Alternative Questions to Consider

- 1) Differential Parking (based on location, garage or parking lot, reserved or unreserved space, student/staff/faculty status)
- 2) Reduce parking inventory (or rather, don't build more)
- 3) Get rid of leased parking, and keep the number of spaces at that mandated by the city of Cambridge.
- 4) Subsidized transit (U-Pass)
- 5) Parking shuttles
- 6) EZ Ride and M2 shuttles
- 7) Land Use Opportunities

There's also a 1A, increasing rates overall – we can debate whether this falls within differential parking.

What if we structure packages by **arguments**?

- Budget
- Equity
- Groups impacted
- Energy, sustainability

Note that this follows the 3 E's: Energy, Economics, and Environment.

How to best utilize other buses to bear shuttle capacity? (This would free up the campus shuttles for transporting people from parking lots to central campus.) This includes the CT1, CT2, #1, etc. Would we need a U-Pass?

The M2 shuttle is run privately. Harvard students just show ID. The shuttles are always half empty – can we work out an agreement with them?

Or get a MBTA machine? When the CharlieCards first came out, the T said we'd get a machine – that would make it more convenient for students to take public transit.

Statement of Goals

Figuring out where we want to go, and how to phase it in.

We are planning for the future after the Sloan underground garage, but before everything else.

In fact, #2 in our list may be a consequence of the other stuff – that would be a good goal.

Two other considerations: on-street spaces, and what to do about visitor parking?

For around spring break, we need an interim report (with structure of the final report and presentation).

What kind of U-Pass subsidy makes the most sense? We'll talk about this next week.

The job of this group is to evaluate the various packages, choose two or three and present them.