

1.963, A Sustainable Transportation Plan for MIT
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Session 8: Defining Scope of Project

Focus on parking, but also consider things like the U-Pass.
Shouldn't be too complicated, so people can understand.

Secondary things to focus on:

- How to better price to maintain 10% availability?
- What is the role of shuttles? Including M2, or working with the T on 1/CT1/CT2?

Giving 100K to M2 may have more focused results.

One possibility – making the #1 into a model route, with more research and planning.

For some populations, we should hold the price (students, retirees, etc.).

Pricing schemes for daily and occasional use.

An interesting consideration: what if the last 5 days each month are more expensive?

Scenario #2 is easily understandable. There's a baseline annual fee, then daily rate based on distance from central campus.

Want an order of magnitude idea of how many people might actually switch from parking to transit.

For the U-Pass, the most important number is how much ridership (for example, 8 million worth of rides per year?).

People without parking or monthly pass spend about \$15/month on the T.

So if our plan involved getting a LinkPass (bus and subway) for \$15, people would go for that.

What are our goals and objectives? Environmental impact, mode switching, anything else?

Discussion of how much money the T gets from MIT under the U-Pass scenario. It makes sense to have a ceiling of \$59 per rider (normal pass rate). Should there also be a floor (minimum payment)?

Would it be possible to make underground parking reversible (turn it into labs, etc.)? Would that space be desirable?

How to characterize which drivers have good transit options?