

# Subsequent Analysis Tasks

## Primary

- 1. Design limited number of pricing schemes to fully analyze**
- 2. Develop method for predicting mode share changes (build simple mode split and financial model)**
- 3. Incorporate 2-3 U-Pass subsidy schemes**
- 4. Add up financial impacts for 3-5 “packages” of services**
- 5. Present results in a way to highlight policy tradeoffs and efficiency**

# Subsequent Analysis Tasks

## Secondary

1. Discuss disposition of on-street spaces: how to better price to maintain  $\approx 10\%$  availability
2. What is role of shuttles in above scenario? e.g., M2 or with the on #1, CT1, and CT2?

# 1. Pricing Schemes

## **(a) In all schemes, keep:**

- student resident parking annually (\$657 today)**
- reduced daily parking for retirees (\$110 annually today)**
- reduced daily parking for carpools (\$320 annually today)**
- reduced daily parking for motorcycles (\$100 annually today)**
- a differential between employee and non-employee parkers (\$121 annually today): can non-employees have daily fees?**

# 1. Pricing schemes

**(b) For all regular and occasional parkers, switch to daily fee (plus \$30-50 annually) as follows:**

## **Scenario 1 (guaranteed choice)**

**Outer lots: \$x/day**

**Inner lots: \$4/day with \$7\*/day for guaranteed access and choice (including visitors)**

*\*varies by lot based on demand*

## **Scenario 2 (choice w/o guarantees)**

**Outer lots: \$x/day**

**Mid lots: \$4/day**

**Prime lots: \$7\*/day**

*\*could vary by lot*

## **Scenario 3**

**Use one of the above, with escalating prices per day based on greater frequency of use**

## **2. Develop models to predict mode share**

- **Use transit price elasticities (-.2 - +.4)?**
- **Focus on geography of home location?**
- **Use gross estimates only to develop a range of impact scenarios?**

### **3. U-Pass subsidy scenarios**

- (a) Assume all students and employees receive free link pass (commuter rail upgrades subsidized at 50%)**
- (b) Student and employee fee set at \$10-15/month with opt-out, except all parkers receive pass as well without paying additional fee**

# Remaining Class Schedule

- Today:** Discuss interim report and approach to completing analysis of options (All)
- April 18:** Discussion of current MBTA Bus Services (#1, CT1, CT2, 64, 68) and Shuttles (EZ, M2)
- Attempt to quantify MIT use of these services as % of total (John)
- April 25:** Outline of analysis and results (Class)
- May 2:** ? (Invite parking and transit committee to discuss preliminary recommendations)
- May 9:** Final Report and Draft PP
- May 16:** Final Presentation to Wider Community

# M2 Shuttle Information

- **Service:**
  - 7 Peak buses are used
  - 7-8 minute headway in AM; 10 minutes in PM (comparable to Route #1)
- **Total Cost:       \$1.6 M/year**
  - Harvard:       ≈85%
  - Other LMA:     ≈15%
- **Total Passengers:     2,700/day (\$2.35/trip)**
- **Harvard ID card reader or tickets as payment**
- **Capacity may be an issue during peak periods**