

1.963, A Sustainable Transportation Plan for MIT
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Session 2: Choice of Policy Options

Report on IDEAS Generator

Various sustainability groups: biodiesel, etc.

Undergrad class was going to look at facilities vehicle emissions, but enrollment was low.

One group is looking at behavior and marketing: how to get people to use revolving doors.

Discussion of Policy Options

Consensus that they wanted to focus on parking, and provide the basis for a larger plan.

Contains city/university relations, quantitative/GIS stuff – many different perspectives

John: This may be more straightforward than you think; a lot of data is already available. We may not get much out of exploring city policy.

But those spaces (on the edges of campus) are visible – can show what we see for the future.

Fred: Perhaps rewrite Donald Shoup's book specifically for MIT's situation?

Is parking determined by price or by number of spaces? Price doesn't control, but number of spaces does – parking lots will adjust prices to fill the spaces.

Larry: in NW campus, there are ~200 unused parking spaces. Differential pricing based on salary? Or optimal location? Can use elements of both, perhaps.

Different populations: residents, workers, visitors, students

- Visitors don't have political clout, but are important to the institution
- Think about the different constituents and break them down (say, based on political power)
- If a class of employees has a lot of competition, then don't need to offer parking?
- Run through this exercise and then moderate it with your ethics. For example, tenured faculty have functional power (they're on the committees, etc.) but not political power (they're not going anywhere)

Types of parking spaces: parking lots, above-ground garages, underground garages
Lots are most unpopular, but cheapest and most flexible.

Post Office Square in Boston is an example of an underground garage with well-located ramps that don't cross a pedestrian walkway. You almost can't tell there's a garage there. This is where architecture and urban planning are important.

Physical perspective: what does parking mean for the use of this space?

On Mass Ave and Memorial Drive, does parking buffer the sidewalk from speeding cars? In other words, it can be designed for the pedestrians, rather than for the parking.

Next week, we will come up with a working plan for this issue.