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 tradeoff and efficiency
Secondary

1. Discuss disposition of on-street spaces: how to better price to maintain ≈10% availability

2. What is role of shuttles in above scenario? e.g., M2 or with the on #1, CT1, and CT2?
(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